

The Hongkong Telegraph.

(ESTABLISHED 1881.)

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晚六初月四年三統宣

THURSDAY, MAY 4 1911

四拜禮

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SINGLE COPY 10 CENTS.

REUTER'S TELEGRAMS.

KING AND QUEEN OF BELGIANS LEAVE FOR BRUSSELS.

REUTER'S SERVICE TO THE "TELEGRAPH."

Bombay, May 3rd, 7.30 a.m.
The King and Queen of the Belgians have left for Brussels.

HOME POLITICS.

REUTER'S SERVICE TO THE "TELEGRAPH."

Bombay, May 3rd, 7.30 a.m.

The House of Commons discussed the preamble of the Veto Bill promising future reform of the House of Lords. Mr. Barnes moved the deletion of the preamble. The amendment was rejected by 218 votes. Forty-seven Unionists abstained from voting. The House then concluded the Committee stage and the preamble was passed without division.

THE PERSIAN LOAN.

REUTER'S SERVICE TO THE "TELEGRAPH."

Bombay, May 3, 2.5 p.m.

The Majlis passed the Bank Bill on the 20th of last month after prolonged and vehement discussion.

RUSO-PERSIAN SCHEME.

LINE TO TABRIZ.

REUTER'S SERVICE TO THE "TELEGRAPH."

Bombay, May 3, 2.5 p.m.

It is understood that negotiations are in progress between Russia and Persia for the construction of a railway between Tula and Tabriz.

THE VETO BILL.

REUTER'S SERVICE TO THE "TELEGRAPH."

Bombay, May 3, 2.5 p.m.

Clauses three, four, five and six of the Veto Bill have been passed in the House of Commons.

SPECIAL TELEGRAMS.

HOME RACING.

CHESTER CUP RESULT.

[THE "TELEGRAPH" CORRESPONDENT]

London May 3, 7.15 p.m.

The result of the race for the Chester Cup, which was run off yesterday, is as follows:—

Willonx 1
Yokshap 2
Anchona 3

BOXING.

MORAN V. BROCK.

[THE "TELEGRAPH" CORRESPONDENT]

London, May 3, 7.15 p.m.

Boxing last night in London, Owen Moran beat Phil Brock in the fourth round, after an exciting struggle.

Moran is an intelligent little chap, clean-cut and interesting in his conversation on his topics connected with his profession. He said that it was impossible for many of the boxers in America to be topnotchers, as they did not get practice enough to keep them on edge. Owen's idea was that a boxer must keep going all the time to ever get the best out of him that is in him. In England he worked when a lad with a boxing tent show. He and several other young fellows went around the country at the fairs. They boxed in a booth or tent and met all comers, boxing anybody from the crowd who would come into the tent and have a go with them. There were always big young farmers, labourers, miners and others anxious to take a crack at the travelling boxers, and a man had to be quick and careful in boxing with these big rough fellows, who were generally more or less under the influence of liquor. There was no getting out of the job and the travellers had to fight whoever came along, no matter how big they were. Their wages at the end of the week depended on beating the men whom they were sent against. A certain sum was offered the outsider who could stay so many rounds against the members of the troupe.

If the owner of the show had to pay that money it was taken out of the boxer's salary at the end of the week. Hence they had to whip their man or pay dearly for it. The manager of the troupe generally instructed the boxers under him to work as fast as possible fighting and stepping around the outsider, so as to bewilder him, and then at a certain signal, such as the clapping of the hands, step in and send a hard punch to the jaw, which generally ended the contest.

Then another "sucker" would be brought in to get his same way. Owen says that at one of the big fairs where his troupe was showing he knocked out 18 men in one day. It is no wonder the clever little Englishman knows how to use his punches to the best advantage.

The largest consumers of British beer outside England are the British East Indies and the United States of America, which, during the year ended September 30 last, imported from England and Scotland 99,230 barrels, valued at £270,145, and 71,977 barrels, valued at £262,737, respectively.

SPECIAL TELEGRAMS.

THE BUDGET.

DATE OF INTRODUCTION.

[THE "TELEGRAPH" CORRESPONDENT]

London, May 3, 7.15 p.m.

Mr. Lloyd George introduces the first Budget, of the present Government, on Monday, the 15th instant.

NO NEW TAXES LIKELY TO BE IMPOSED.

The accounts of the national revenue and expenditure for the financial year were issued March 31. They show a realised surplus of over £5,000,000. The revenue actually received exceeds the Estimates of the Chancellor of the Exchequer by over £4,000,000, and on the expenditure side there is a saving of nearly a million and a quarter as compared with the Estimates.

Actual Revenue, 1910-11.....	£203,850,588
Estimated Revenue 1910-11.....	199,701,000
Surplus Revenue.....	£4,050,588
Estimated expenditure.....	£173,234,000
Actual expenditure.....	£171,995,067
Expenditure savings.....	£1,238,333

Adding the saving in expenditure to the excess in revenue, we have a total realised surplus of £5,297,921. The total revenue for 1910-11 surpasses all records in peace times in this country. Every head of revenue in the past financial year shows a substantial increase over the year 1909-10. In excess the receipts show an increase of £8,988,000—a proof that the previous year's fall in whisky revenue was temporary, and that the new license duties are yielding a substantial amount. Customs show an increase of £2,792,000, and the postal, telegraph, and telephone services an increase of £1,300,000—sure signs these of the prosperity of our commerce and industries. The estate duties show an increase over the previous year of £3,300,000. There is no proper data of comparison available for the income tax, since the two years are blended one with the other. The increase of £48,651,000 over 1909-10 in the income tax receipts is, of course, due in large measure to arrears from the earlier year. But evidently the income tax and the new super-tax are producing a rich harvest to the Exchequer.

Will Mr. Lloyd George be compelled to impose new taxation? We have seen that he has in round figures a surplus of £5,250,000. Careful students of finance are of opinion that a considerable sum of income-tax and super-tax for 1910-11 remains uncollected, and that nearly £3,000,000 may be put down on that account. Let us take the figure at £2,750,000. In that case the year's receipts, actual and prospective, would show a surplus of £8,000,000. On this assumption it may be thought that remissions of taxation are possible. That would be a fond delusion. It must be remembered that Mr. Lloyd George in the new financial years 1911-12 has to provide for large additional expenditure, viz:—

Navy.....	£3,788,000
Civil Service (chiefly pensions to paupers and additional cost of education and Labour Exchanges).....	4,702,000
First quarter, January to March 1912, of State Insurance schemes, say.....	1,250,000
	£9,740,000

SPECIAL TELEGRAMS.

Against this large total must be set something for savings. For example, there is a reduction of £70,000 in the Army Estimates. But it will be seen that these commitments are more than sufficient to swallow, not merely the actual but even the potential surplus. As it is a year of thriving trade, the Chancellor may feel justified in estimating for additional revenue, but we must consider ourselves happy if he is able to avoid imposing fresh taxation. He may manage to escape from that odious necessity.

THE CANTON REVOLT.

THE CITY, QUIET.

INSURGENTS EXECUTED.

[THE "TELEGRAPH" CORRESPONDENT]

Canton, May 3, 2.45 p.m.

The city is quiet. Three of the captured insurgents were executed on Tuesday.

DYNAMITE DEPOSITORY DISCOVERED.

[THE "TELEGRAPH" CORRESPONDENT]

Shamoen, May 4, 10 a.m.

A wounded insurgent has surrendered himself to the police and on being questioned discovered the whereabouts of a big depository of dynamite.

The Viceroy has pardoned the man in view of his confession, and has ordered that other insurgents who turn "King's evidence" shall also be forgiven.

THE CANTON REVOLT.

FATSHAN QUIET.

REBELS RETURN ARMS AND AMMUNITION TO POLICE.

[THE "TELEGRAPH" CORRESPONDENT]

Canton, May 3rd.

When the revolt broke out at Fatshan, the people were neither threatened nor maltreated. The rebels stationed some men in each shop dealing in rice and samshu, and stopped the shop people from sending up the price of the foodstuffs. After their defeat by the Imperialists at noon on the 1st instant, they quietly returned to the Lok Chung market and paid restaurant proprietors for the supply of meals during their stay in the place. At the same time they returned all the arms and ammunition which they had seized to the local police. Fatshan is quiet at present and the place is strongly guarded. The police and the troops of the garrison are taking turn to patrol the place.

ILLICIT TRAFFIC.

The force dispatched to deal with the gun-running traffic is under the control of Admiral Slade, the Commander-in-Chief on the East Indies Station. The Admiral, who is just turned 60, entered the Navy in 1872, and saw service in the Egyptian War. He was appointed to his present post two years ago, and has already had a good deal to do with the suppression of the illicit traffic.

STORY OF THE RIOTS.

[By Our Special Commissioner.]

Canton, May 2nd.

From an apparently reliable source—the Chinese officials—I learn that the three towns referred to in your paper, as having been burned down, were not so destroyed. Only a part of the yamen of the Commander of the Military District at Fatsien, and the police quarters at the same place were destroyed. My information is that the revolutionists assembled at the town of Lak Chun on the 28th ult., and on the following day, under the subterfuge of public speaking, succeeded in mobilizing without attracting attention. They then proceeded to attack the local guard, who, instead of offering resistance, abandoned their arms and made off.

This temporary advantage greatly enhanced the prestige of the revolutionists, as did also their order to the merchants not to increase the price of rice. It is quite possible that this move also added considerably to their ranks. The next order was to the people who were instructed to cut off their queues.

Everything went "merry as a marriage bell" until the arrival of the soldiery. A sharp engagement resulted in the dispersal of the insurrectionists, who left twenty-seven dead on the scene of the encounter.

The retreating revolutionists commandeered junks and endeavoured to reach Fatsien, but were overtaken by Chinese gunboats. A sharp fight ensued. Five soldiers and about one hundred insurgents were killed, and the junks sunk or were captured. There were about four hundred insurgents, and the remaining three hundred succeeded in escaping in the small boats through shallow water where the gun boats dared not follow.

Notwithstanding their evident defeat the insurgents continued to Fatsien where they destroyed the police quarters and partly burned the yamen of the military district commander.

They then awaited the arrival of the troops when a vigorous fight ensued resulting in the death of one captain and about thirty soldiers and many (number not known) insurgents. The fight continued until the person apparently leading the insurgents was several times shot and at last fell, when the revolutionists scattered to the four winds.

The foreign residents were yesterday given a considerable scare by a report of trouble near Tai Sun street. The gun boats prepared for action and marines were landed on the Shamoen. The rumour now appears to have originated by the people outside the walled city seeing what they thought to be a large body of troops coming out. The fact is that the gates had been closed and were opened to allow a high official and his body guards to pass out, when a large crowd, which had congregated just on the inside waiting for the gates to be opened, rushed out.

This frightened the people on the outside and the farther they ran the more frightened they became, and their number increased. The West and South, and possibly the East, gates are now open. I have just returned from a visit inside the walled city. The entrances, both inside and out, are strongly guarded. Suppressed excitement, especially about the gates, is evident, otherwise everything is serene.

On the 29th April the Viceroy published a notice offering a reward of two hundred dollars per head, dead or alive, for all revolutionists. This greatly alarmed the people, especially those without queues, and the Viceroy was petitioned to withdraw his offer, which he did the same day. Chinamen are now afraid to enter into the "Old City" for fear of being mistaken for insurgents or being shot by persons who have grudges against them.

A very significant feature is the non-use of the "New Army"—that is, the army trained accord-

ing to modern methods. All the fighting and service has been done by the old army. Only on one occasion was the "New Army" used and then only to guard the gates for a short time to prevent anybody leaving. During this service they captured one revolutionist. According to the Chinese papers the "New Army" regrets not being used. The reason for not using it is the uncertainty as to their sympathies.

Admiral Li Sing Yok is still in command. The stories as to the General's wounds are somewhat conflicting. The officials claim he was shot in the hand, while the papers say in the side. It is certain he is alive. The only person of particular importance thus far killed is the Director of the Financial Department of the Treasury.

According to the officials only 47 have thus far been beheaded, all of whom were caught red-handed.

BOCCA TIGRIS WELL GUARDED.

GUNBOATS DISPATCHED.

[THE "TELEGRAPH" CORRESPONDENT]

Canton, May 3.

His Excellency the Canton Viceroy has instructed the Provincial Treasurer to put aside a sum of Tls. 50,000, and has sent deputies to go to the barracks of the Canton recruits with the money to be distributed among them in respect of provision allowance. The deputies have been further required to distribute arms and ammunition to the soldiers and to order them to prepare for transference to other places on commission. H. E. the Canton Viceroy has also instructed the shop people to resume business as usual and to tell the rice and fire wood dealers not to increase the prices of these two goods under penalties of heavy fines. Six deputies have been appointed to take charge of the city gates. The Canton Prefect and the Pun U Magistrate have been entrusted with the duty of going round the places where houses had either been burned down or destroyed by bombs and to report. His Excellency the Viceroy has instructed the Customs Commissioners to pay sole attention to the detection of smuggled arms. It is reported that the Viceroy has also communicated with the Governor of Hongkong to give assistance in this matter. Admiral Li Chun has, as the result of the Canton outbreak, regarded it imperative to strengthen the force of the garrison stationed in the different posts. He has consulted with the Viceroy about dispatching two large gunboats to guard Bocca Tiggis, as the Admiral is of opinion that this place is the key to Canton.

VICEROY'S FAMILY NARROWLY ESCAPE DEATH.

TROOPS ARRIVE IN TIME TO PREVENT PLACE OF REFUGE BEING DESTROYED.

[THE "TELEGRAPH" CORRESPONDENT]

Canton, May 3.

It has now transpired that the family of the Viceroy and two members of his staff only narrowly escaped from the jaws of death on the night of the outbreak. As already reported they escaped by demolishing a back wall of the yamen. They were led by one of the Viceroy's A.D.C.s to the house at San-tor-lano in Kau-yu street, occupied by the family of one of Admiral Li Chun's staff officers. No sooner had they got into the house, than the news reached the ears of the rebels, who at once surrounded the house and some of them went on to the roof to pour down kerosene oil with the intention of setting fire to the house. Fortunately the troops arrived at an opportune moment and the rebels fled in all directions. The Viceroy's family and his staff were then escorted to Admiral Li Chun's yamen.

TELEGRAMS.

ESTABLISHMENT OF JAPANESE MILITARY DIVISIONS.

[“INDEPENDENT NEWS” AGENCY.]

Tokyo, May 4.

The establishment of two more military divisions which have been long contemplated by the military authorities was decided to be enacted from next year. Negotiations are proceeding as to the selection of grounds for the barracks.

GERMAN-JAPANESE COMMERCIAL TREATY.

[“INDEPENDENT NEWS” AGENCY.]

Tokyo, May 4.

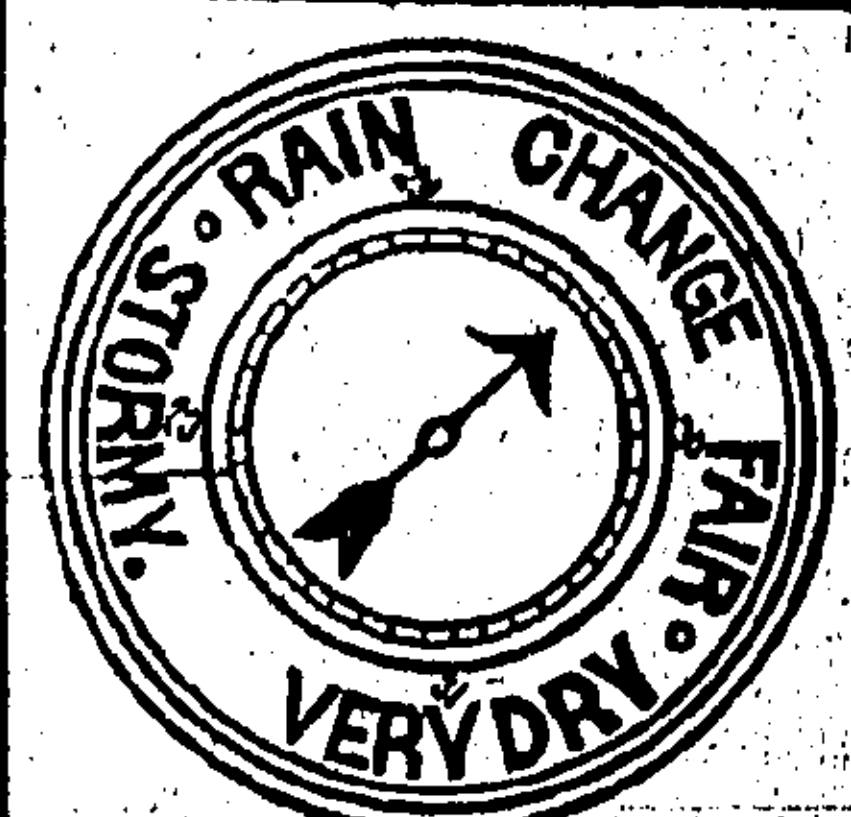
The German-Japanese commercial treaty is in progress and the signing of the agreement is expected shortly.

THAT TIGER AGAIN!

A POLICEMAN'S STORY.

During the past weeks the story that a tiger is at large in the colony has found general acceptance. Many persons have reported that much of their live stock has disappeared unaccountably. The latest case is that of a native constable at Shauiwan, who has missed a goat. He took matters into his own hands, and seizing a rifle, went in chase of the thief, surmising it to be a quadruped. He searched the hills and eventually came upon two animals which he believed to be wolves. He fired, and hit one of them in the hind legs. Both, however, made off and though he gave chase he could not trace them.

The Weather Forecast.



On the 4th at 11.55 a.m.—The barometer has fallen moderately over Japan, and risen over China, particularly in the North.

The depression lying over the Yangtze valley yesterday has moved into the Yellow Sea.

The other depression which was situated over Manchuria, is passing to the Pacific to the North of Hokkaido.

The high pressure area now lies over the Pacific to the S.E. of Japan.

Moderate E. winds may be expected over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

Forecast District.

- 1.—Hongkong and Neighbourhood, E. winds, moderate; fine.
- 2.—Formosa Channel, N.E. winds, moderate.
- 3.—South coast of China between Hongkong and Isumocki, same as No. 1.
- 4.—South coast of China between Hongkong and Hainan, same as No. 1.

Banks.

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Selling \$1,000,000 at 2% 15,000,000
Selling \$1,000,000 at 2% 15,000,000

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For the HONGKONG AND SHANGHAI
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4 per cent.
On Fixed Deposits for 6 months,
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On Fixed Deposits for 3 months,
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WM. DICKSON,
Manager.
Hongkong, 1st May, 1911. [22]

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" 3 " 2-1/2 " " "

TAKEO TAKAMICHI,
Manager.
Hongkong, 13th March, 1911. [18]

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GEO. HOGG,
Manager.
No. 9, Queen's Road Central.
Hongkong, 24th Feb., 1911. [19]

Banks

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Account. DEPOSITS receive interest
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R. TIMMERSOEHDT,
Manager.
Hongkong, 10th Mar., 1911. [2]

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Ophthalmic Optician,
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Hongkong, 1st April, 1911. [92]

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Hongkong, 20th Jan., 1911. [810]

PEAK TRAMWAYS CO.,
LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.
7.30 a.m. to 10.00 a.m. Every 10 min.
10.00 a.m. to 11.00 a.m. " 15 min.
11.30 a.m. to 12.45 p.m. " 15 min.
12.45 p.m. to 1.15 p.m. " 10 min.
1.15 p.m. to 1.45 p.m. " 15 min.
1.45 p.m. to 2.15 p.m. " 10 min.
2.15 p.m. to 3.00 p.m. " 15 min.
3.30 p.m. to 5.00 p.m. " 15 min.
5.00 p.m. to 8.00 p.m. " 10 min.

NIGHT CARS.
8.45 p.m. and 9 p.m., 9.45, to 11.15 p.m.
every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 min.
9.00 a.m. to 9.30 a.m. " 30 min.
9.30 a.m. to 10.30 a.m. " 15 min.
10.30 a.m. to 11.00 a.m. " 15 min.
11.45 a.m. to 12.00 noon " 15 min.
12.00 noon to 1.00 p.m. " 10 min.
1.00 p.m. to 5.00 p.m. " 15 min.
5.00 p.m. to 6.00 p.m. " 10 min.
6.00 p.m. to 7.00 p.m. " 15 min.
7.00 p.m. to 8.00 p.m. " 10 min.

NIGHT CARS as on Week Days,
SATURDAYS.

Extra cars at 3.15 p.m., 11.30 p.m.
and 11.45 p.m.

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& YOKOHAMA

SHANGHAI { DEVANHA } About } Freight and
LONDON, VIA { Capt. H. Powell } 11th May } Passage.

DELTA { Capt. E. P. Martin, R.N.R. } 13th May } See Special
Usual Ports of } Advertisement.

SIOLIA { About } Freight and
Capt. C. H. Watkins, R.N.R. } 17th May } Passage.

For Further Particulars, apply to
P. & O. S. N. Co.'s office,
Hongkong, 3rd May, 1911.

E. A. HEWETT,
Superintendent. [4]

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Hongkong, 25th April, 1911. [7]

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BELLE VIEW HOTEL.

Telephone No. 907.

SESSIONS 10 A.M. to 12 Noon.
2 P.M. to 4 P.M.

Admission 25 cents.
5 P.M. to 8 P.M.
9 P.M. to 11 P.M.

Admission 50 cents.
String Band will play at the above Hotel every Sunday commencing
from 4 p.m. to 10 p.m.

W. GALLAGHER,
Manager.

Hongkong, 18th April, 1911. [14]

Hotels.

BAGUIO HOTEL.

The Mountain Capital's New and Modern Hotel

BAGUIO, PHILIPPINE ISLANDS

Hot and Cold Baths. Excellent Cuisine.

Running Water in Each Room.

LIVERY STABLE and GARAGE IN CONNECTION.

Rates 5 and 6 Pesos per Day. Special Monthly Rates. [902]

Intimations

CALDBECK,

MACGREGOR

& CO.

WINE AND SPIRIT

MERCHANTS.

15, Queen's Road

Central.

ESTABLISHED 1864.

Hongkong, 16th January, 1911. [2]

WEISMANN, LIMITED.

BAKERS

CONFECTIONERS

CATERERS

RESTAURANTEURS

14, Des Voeux Road Central.

Hongkong, 20th April, 1911. [197]

For Sight Seeing in an Up-to-date

MOTOR,

RING UP 1030.

THE EXILE MOTOR GARAGE.

Hongkong, 15th April, 1911. [1058]

AGAIN AND AGAIN, FOR MANY YEARS,

UNDER ALL CONDITIONS, BY COUNT-

LESS USERS, THE

REMINGTON

TYPEWRITING

HAS BEEN TRIED

AND TESTED AND

ITS SUPERIOR

MERITS PROVED.

SIEMSEN & CO., HONGKONG AND CANTON,

1030] General Agents for the Remington Typewriter Co.

MATTONI'S GIESSHUBLER,

THE EMPRESS OF TABLE WATERS.

A water you must drink in this climate

for the sake of your health.

ASK YOUR DOCTOR.

SOLE AGENT: -

BUME AND REIF, late H. Rohlfsek & Reif,

9, Ice House Street.

Hongkong, 1st May, 1911. [1102]

OUR
CONTEMPORARIES.

WHAT THEY THINK.

China Mail.

BRITAIN'S COMMERCIAL
DEFICIENCIES.

These are days of keen competi-

tion between the commercial

interests of the world. Inter-

national rivalry in business has,

indeed, reached such a point that

it may almost be said to have be-

come a flag-art. Hongkong

scarcely needs to be reminded of

this, for here, occupying a posi-

tion at the gateway of the Chinese

Empire, we are, from actual ex-

perience, as conscious of the trend

of events in this particular direc-

tion as the people of other great

trading centres in other parts of the

universe. Competition is all

around us; it can almost be felt in

the air; nobody can afford to un-

derestimate it, much less to ignore

it. The peculiarities of our posi-

tion, the cosmopolitan character

of the trade of the Colony and the

equal fight which business men of

all nationalities are waging on a

level footing all tend to make

Hongkong something of a little

world to itself. Here we can

carefully observe how commercial

rivalry is carried on, what

methods are employed in its

pursuit, and what are the char-

acteristics of the business men of

the different countries engaged in

the struggle. Though, as we

have said, there is here an ab-

solutely open market for all and

sundry who wish to make the

Colony the base of trade

operations, and though all

are welcomed irrespective of

nationality, yet naturally our

greatest solicitude is for the

success of British industry.

Daily Press.

THE ASIA.

The Chinese authorities having

jurisdiction in this territory ad-

acent to Finger Hook, would seem

to have done none of these things,

the result of this neglect being

that the ship has been "looted of

everything." The fire was prob-

ably accidental, for we may safely

conclude that the pirates would

not wish to burn anything that

could be removed from the ship.

"PUNCH'S" LATEST.**CHARIVARIA.**

It is now practically certain that the Coronation Decorations in Piccadilly will be designed by Mr. Bfangwyn and other artists. In decoration circles, we understand, this introduction of actual artists is considered something of an intrusion.

"The name of Wesley," says "The Daily Mail," "boomed large in the musical scheme of the last Coronation." The misprint is pardonable. Something is always booming in our bright little contemporary.

Lord Haldane declares that he goes rather reluctantly to the House of Lords. We would, however, respectfully point out that the promotion may have its compensations. If one's figure should ever be inclined to be a letter-bit too generous, what more tactful costume is there than a peer's robe?

Mr. Asquith's reply to a question from Mr. Auston Chamberlain, "You had better wait," is nothing like so good as his "Wait and see," and we are not surprised that it has not caught on. It's so difficult to repeat a success.

"Man," says Dr. Robert Bell, "is the only animal on the face of the earth who cooks his food, and therefore destroys its value." The Simple Life movement is spreading. Washing has gone, and now it is the turn of cooking.

Mr. F. W. Hill, lecturing before the Royal Photographic Society on "The Open-Air Statues of London," mentioned that the Waterloo statue in Waterloo Park was the only one that had an umbrella. Since the publication of this statement the authorities, we hear, have received quite a quantity of old gingham from kind-hearted ladies for the other statues.

A contemporary gives a description of one of Mr. John Collier's Academy pictures. It represents Eve, and the canvas shows, we are told, "the nude figure of a beautiful girl fleeing through an orchard." The eyes are widely opened with fear. Is it a portrayal of Eve before she plucked the apple, or after? we are asked. Obviously the latter, we should say, and the apple was not ripe.

At a meeting held under the auspices of the Solborne Society it was proposed that a tract of "wild country" should be acquired, in which rare and persecuted birds could find a safe retreat. The only difficulty, we take it, would be to discover a method for bringing the sanctuary to the notice of such birds as cannot read.

A letter has been sent to the Board of Agriculture and Fisheries, suggesting that the plague of seals in the Wash should be dealt with by a cruiser being sent down to shoot them. The board, we understand, is in favour of waiting to see the effect of the more threat.

Frankly, we cannot help being amused at the wearing of trousers by women being stigmatised as improper. Supposing that women had always been accustomed to wear trousers, and some of them had suddenly appeared in skirts—surely that would have been held to be even more improper?

At Cardiff a lady has been sent to prison for ten months for pouring paraffin oil over her husband and attempting to set fire to him. As a husband ourselves, we are glad that at last something has been done to discourage this foolish and dangerous practice.

A proposal to make measles a notifiable disease has been rejected by the Metropolitan Asylums Board. This is a richly-deserved snub for the measles, which have been distinctly giving themselves airs of late.

Mr. Messager, the Director of the Paris Opera House, has, it is said, just engaged "the greatest tenor in the world, Caruso included." Caruso, we understand, is of the opinion that this will be found to be an exaggeration.

"No country in the world," says "The Outfitter," "can produce a silk hat of such high quality as the English." It is in what the hat covers that we are sometimes outclassed.

"A group of well-known racing men snapped at Brooklands. The names from left to right are W. H. Bashall, A. Bashall, J. T. Bashall, and J. H. Slaughter. "Motor Cycling."

We are not over-sensitive about names, but, frankly, this looks very bad.

THE UNDEFEATED SALESMAN.

"That stone, Sir, was the eye of an idol."

"Where's the idol?"

"Returned, Sir, to the heathens to prevent complications."

"Cat," she said forcefully. "Odious cat," (to be continued to-morrow.)

"Daily Mail" Feuilleton.

But can she improve on this, even after a night's rest?

THE WAY TO PROMOTION.

From a poster outside the London Scottish Headquarters:—

"A REGIMENTAL WHIST DRIVE"

Under the patronage of the Commanding Officer (Promoted by the Sergeants of the Battalion).

It's well to keep in with the sergeants, if you're an ambitious officer.

"Even more strange, however, is that he writes from the top to the bottom of the paper instead of from right to left as most people do."—Weekly Dispatch.

We too must be very peculiar for that's just what we do.

Guttersnipe. "Oo, please—will yer run in—the bloke—wot pinched my cap?"

Policeman. "Who is he?"

Guttersnipe. "Oi dunno—but you can 'ave young Bill 'ere as a clue. The bloke left 'is' fingerprints on the kid's face!"

NEWS FROM THE NORTH.**INSURGENTS OFFER SERVICES TO ARMY.**

Six hundred disbanded soldiers have joined the ranks of the brigands and have created a disturbance in the neighbourhood of Heilungkiang. Several severe encounters ensued between them and the troops stationed in those places. Many officers of the troops were killed. The insurgents were armed with quick firing guns and cannon. The leader of the insurgents has sent in a letter to the authorities offering their services in the army.

HUNGCHOW A FREE PORT.

According to instructions received from the Chief Commissioner of the Maritime Customs, Hung-Chow was declared a free port on the 1st of May.

CHINESE MASSACRED IN MONGOLIA.

The other day the Chinese residing in Mongolia were without reason attacked by a large number of Mongolians. They set fire to the houses and a large number of Chinese were massacred. Hearing the news, the Chinese authorities at once despatched 3,500 troops to subdue the disturbance. Thronged leaders of these evil-doers were shot down and the troops returned home. Half way they were attacked by 4,000 brigands. The troops were defeated and had to retire. It is reported that the guns and ammunition were supplied to the insurgents by foreign countries.

CAUTION.

When Submarines are taking in petrol at the Asiatic Petroleum Company's Wharf at Tai Kok Tsui, a Red Flag will be hoisted at the Flag Staff at pier head also Red Flags will be placed on the Buys to N. and W. N.W. of such pier.

No ship, launch or other vessel shall approach this Wharf or within 250 yards of such when the Red Flags are hoisted and all traffic shall pass to the Westward of the Buys when flying Red Flags.

C. W. BECKWITH, Commander, R.N., Harbour Master, &c.

Hongkong, 28th April, 1911.

CAUTION.

As Submarines will be constantly exercised in the vicinity of this Port and in view of the difficulty that passing vessels have in observing these Boats, a large Square Red Flag will be displayed from the vessel in company with the Submarines (usually a Destroyer or Gunboat) and this Flag will be flown whenever Submarines are practising in the Waters of the Colony or those adjacent to it.

The vessel flying the Red Flag should be given a berth of at least one mile. When, however, this from any reason cannot be given, the vessel flying the Red Flag must be approached at a slow speed and a good look out kept for Submarines, until the approaching ship can be warned by word of mouth of the danger zone.

C. W. BECKWITH, Commander, R.N., Harbour Master, &c.

Hongkong, 24th April, 1911.

OUR DIARY.

Thursday, 4th May.
Bijou Scenic Theatre, 9.15 p.m.
Empire Cinematograph, 9.15 p.m.

Saturday, 13th May.
Hongkong Gun Club annual Meeting, 5 p.m.
Second Gymkhana Meeting, 3.30 p.m.

Wednesday, 24th May.
Boys' Own Club Athletic Meeting, on the Race Course, 2.30 p.m.
Empire Day.

Intimations**CONFIDENCE**

said Lord Channing, "is a plant of slow growth." People believe in things that they see; and in a broad sense they are right. What is sometimes called blind faith is not faith at all. There must be reason and fact to form a foundation for belief. In regard to a medicine or remedy, for example, people ask, "Has it cured others? Have cases like mine been relieved by it?" It is in harmony with the truths of modern science, and has it a record above suspicion? If so, it is worthy of confidence; and if I am ever attacked by any of the maladies for which it is commended I shall resort to it with full belief in its power to help me." On these lines

WAMPOLE'S PREPARATION has won its high reputation among medical men and the people of all civilized countries. They trust it for the same reason that they trust in the familiar laws of nature or in the action of common things. This effective remedy is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. It quickly eradicates the poisonous, disease-breeding acids and other toxic matters from the system; regulates and promotes the normal function of the organs; gives vigorous appetite and digestion, and is infallible in Prostration—following Fevers, Anemia, Scrofula, Indigestion, Wasting Diseases, Throat and Lung Troubles, etc. Dr. W. A. Young, of Canada, says: "Your tasteless preparation of cod liver oil has given me uniformly satisfactory results. My patients having been of all ages." It is a product of the skill and science of today and is successful after the old style modes of treatment have been applied in vain. To try it is to trust to it forever after. It cannot disappoint you and is effective from the first dose. Sold by chemists everywhere.

WM. POWELL, LIMITED.

GENTS' OUTFITTERS.

NEW GOOLS

ENGLISH

MADE

White

- - Canvas

AND

Buckskin

Shoes.

SMART SHAPES

28, Queen's Road, (Central)

Hongkong, 28th April, 1911. [1043]

CAUTION.

When Submarines are taking in petrol at the Asiatic Petroleum Company's Wharf at Tai Kok Tsui, a Red Flag will be hoisted at the Flag Staff at pier head also Red Flags will be placed on the Buys to N. and W. N.W. of such pier.

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C. W. BECKWITH, Commander, R.N., Harbour Master, &c.

Hongkong, 24th April, 1911. [1097]

Public Company

THE CHINESE ENGINEERING & MINING CO., LD.

NOTICE

AN INTERIM DIVIDEND of ONE SHILLING per Share, free of tax, on account of year ending 28th February, 1911, has been declared by the Directors of the above Company.

COUPON No. 16 is payable on the 1st May, at the Chartered Bank of India, Australia & China and the Bank of China at Tientsin and Shanghai.

J. S. DOBIE, Agent.

Hongkong, 1st May, 1911. [1008]

Intimations.**WANTED.**

AT once, LADY STENOGRAPHER, with knowledge of Chinese and Portuguese.—Apply Q. of "Telegraph."

Hongkong, 22nd April, 1911. [1059]

NETHERLANDS LLOYD

of

AMSTERDAM AND

BATAVIA.

The Undersigned having been

appointed AGENTS for the

above Company are prepared to

ACCEPT RISKS against FIRE

at CURRENT RATES.

WENDT & CO.,

Hongkong, Canton & Swatow.

E. C. WILKS, M.I. Mech. E., A.M.N.A.

Consulting Engineer and Surveyor for construction, Valuer and Assessor for the purchase, or sale, of Steamships or Launches.

ALEXANDRA BUILDINGS, 2ND FLOOR.

Hongkong, 1st May, 1911. [1100]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHEWAN, TOMES & CO.

General Managers.

Hongkong, 18th Aug., 1910. [84]

A LING & CO.

FURNITURE AND PHOTO SUPPLIES.

DEVELOPING, PRINTING AND ENLARGING.

19, Queen's Road. [863]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP, \$1,250,000.)

Loans on Mortgage of House Property, &c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System. (Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.

SHEWAN, TOMES & CO. General Managers.

Hongkong, 19th March, 1908. [41]

JOHN THOMAS COTTON.

VETERINARIAN & FARRIER (Qualified).

No. 1, Queen's Road East, HONGKONG.

20th April, 1911. [1095]

MAN CHEONG, 10, WELLINGTON STREET CENTRAL, HONGKONG.

SWATOW DRAWING WORK. Gentlemen and Ladies' TAILORS & OUTFITTERS. Embroidery, Pongee Silk, Glass Cloth, Canton Silk and Lace, &c., &c. Hongkong, 23rd January, 1911. 835

MEE CHEUNG. ART PHOTOGRAPHER HONGKONG. TELEPHONE NO. 1013. DEVELOPING, PRINTING & ENLARGING. Hongkong, 1st May, 1911. [1099]

Consignees

"INDRA" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM NEW YORK via SUEZ CANAL.

THE Steamship

"INDRAPURA,"

having arrived from the above port, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 6th inst., at Noon, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined on 6th inst., at 10 a.m. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARBINE, MATHESON & CO., LTD.

Hongkong, 1st May, 1911. [1101]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND,"

having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Teacups and Valuable, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 6th of May, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th of May, at 9.30 a.m.

All claims must reach us before the 10th of May, 1911, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MEDELBURGERS & CO., General Agents.

Hongkong, 1st May, 1911. [7]

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, HONOLULU & JAPAN PORTS.

THE Steamship

"TENYO MARU."

The above named steamer having arrived, consignees of cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of cargo from alongside.

Cargo remaining undelivered on FRIDAY, 5th May, at 5 p.m., 1911, will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected.

No Claims will be recognized after the Goods have left the Steamer or Godown, and all Goods remaining undelivered TUESDAY, May 9th, afternoon, will be subject to rent and landing charge.

All chafed and otherwise damaged cargo to be left on board or Godown and examination of same to be arranged.

All claims must be filed on or before TUESDAY, May 10th, 1911, otherwise they will not be recognized.

K. MATSUDA, Agents.

Hongkong, 2nd May, 1911. [868]

"DEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENMOHR,"

FROM LEITH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th prox., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 12th prox., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th prox., at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

J. B. LIVINGSTON & CO., Agents.

Hongkong, 24th April, 1911. [1090]

To Let.

TO LET.

GOUDOWN No. 5A, DUNDRELL STREET.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY COMPANY, LIMITED.

Hongkong, 1st April, 1911. [81]

TO LET.

SECOND FLOOR of No. 8A, DES VOUX ROAD CENTRAL, newly completed with Lift and Lavatories.

Apply to—DAVID SASSOON & Co., Hongkong, 22nd April, 1911. [1073]

TO LET.

FIRST FLOOR of No. 4, Des Voux Road, Central.

Apply to—DAVID SASSOON & CO., LD., Hongkong, 26th April, 1911. [1076]

TO LET.—GROUND FLOOR OFFICES near Clock Tower; excellent situation. Rental \$100 per month payable in advance. Apply REX, P. O. Box 418. Hongkong, 26th April, 1911. [1096]

TO LET.

"CREGGAN," 80, The Peak.

No. 10, MACDONNELL ROAD. OFFICES in King's Buildings, 4th Floor.

AN OFFICE on 1st Floor, 16, Des Voux Road CENTRAL. GODOWNS, 151 to 155, PRAYA EAST.

SEMI-EUROPEAN FLATS East corner of Observation Place. The Tram stop at the door.

Also NEW EUROPEAN FLATS adjoining the new Seaman's Institute, Praya East.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LIMITED.

Hongkong, 8th April, 1911. [1099]



SHORTEST & QUICKEST ROUTE

Intimations.

A. S. WATSON & CO., LD

ESTABLISHED A.D. 1841.

WINE AND SPIRIT
MERCHANTS.

WATSON'S

E

VERY OLD LIQUEUR

SCOTCH WHISKY

A Blend of the Finest Pure
Malt Whiskies distilled in
Scotland

**GENUINE AGE
AND
FINE MELLOW
FLAVOUR.**

**Robert Porter & Co.'s
BULL DOG**

**BRAND
GUINNESS'
STOUT**
in P.N.T'S and SPLIT.

**A. S. WATSON &
CO. LD.**

ALEXANDRA BUILDINGS.
Hongkong, 7th July, 1910. [29]

The object of this paper is to publish
correct information, to serve the truth
and print the news without fear or
favour.

Cable Address: Telegraph
Hongkong.

Telephone: No. 1.

A. B.C., 5th edition
Western Union.

**THE
Hongkong Telegraph**

HONGKONG, THURSDAY, MAY 4, 1911.

FRANCE AND MOROCCO.

Another milestone in the troublesome history of Morocco has been reached, and the movement of a French column, from Casablanca upon Fez, is but the logical outcome of the trend of events during the past few months. For a good number of years, Moroccan affairs have given an inordinate amount of trouble to all the chancelleries in Europe, governed as it is by an autocracy, and subject to religious influences, which severely repress all progressive tendencies. Morocco has raised more than one question, over the solution of which strained relations have arisen. In fact the only time, when European governments seemed to be really in perfect accord, was in the seventeenth and eighteenth centuries, when they all combined, for the purpose of putting down the Sali rovers, who were the pests of the Mediterranean. For practically the last century, the dominating influence in the country has been that of France, if not with England's absolute

acquiescence, at least without her active disapproval. Yet, despite the guidance of France, Morocco has made few strides towards law and order. However good and wise the laws of the autocracy may have been, their effect has been nullified by as corrupt an administration as can be comprehended. Law has yielded place to nvarice and has been set at naught in the most flagrant manner. So much so that brigands have actually held the Sultan's commander in chief to ransom, and to free him a pardon and a lucrative sinecure has had to be given to the miscreant.

The cause of the present trouble dates back, in reality, to 1905, when the Kaiser, recognizing the advantage of securing the controlling influence in a country whose northern extremity commands the entrance to the Mediterranean, attempted to weaken the status quo of France, and himself gain the coveted position. Having done so the cession of sufficient ground for fortification opposite Gibraltar would inevitably follow. Though this move failed through the Algeiras Conference, yet the work had been done, France no longer held the paramount position that she did, and the Moroccan government has learnt to disregard much which in former years had been attended to. French diplomatic notes have been ignored and the position of the Powers has been considerably discounted from what it was before. Though the Algeiras Conference threw a little oil on troubled waters, matters have gradually progressed towards a crisis, and it is little wonder that the French have at last made a move. Unfortunately the only available tactics now must lead to bloodshed, and that any fighting, that takes place, will necessarily be severe and prolonged, can be readily anticipated, when it is noticed that a jihad or Holy War has been preached. This immediately brings to the support of the Moroccan Government every able bodied Mussulman. Tribal hatreds, burdensome taxation, injustice and poverty are all forgotten. It is now no longer a matter in which the common people take an ex parte interest, it is no longer a question of government versus government, but one of religion against a Power. That the Moroccan government are responsible for proclaiming a holy war no one for an instant doubts. It was a strong move; it united the people and secured an immense and fanatic army and the only hope is that the French are sufficiently strong and ably commanded to inflict one decisive blow which will put an end to further warfare, and at the same time restate her to that position which she held prior to the interference of other Powers.

HONGKONG DAY BY DAY.

The German Mail of the 5th April was delivered in London on May 3rd.

Mr. and Mrs. O. Schuetze, who returned on the s.s. Duolow from Europe after a holiday, leave on the Loongsang to-morrow for Manila. Mr. Schuetze is a partner in Messrs. A. Roensch and Company.

Major General Anderson, C.B., has returned from Shanghai where he inspected the Volunteers, and has resumed command of the South China troops. The General was attended by Lieut.-J. de la Simonds, R.A., A.D.C.

Several leading cotton concerns in Japan have recently embarked on cotton planting in Siam, where cotton said to be the equal of the Indian staple has been successfully grown. Large areas in Siam are suitable for cultivation.

CHINESE TELEGRAMS.

NO CODE TELEGRAMS.

TO AND FROM CANTON.

("SHEUNG PO" SERVICE.)

Peking, May 3.

His Excellency Chang Ming Chi, the Viceroy of Canton, has telegraphed to the Board of Communications urging the Board to prohibit the people from sending telegrams to or from Canton in private code. The Board has complied with the Viceroy's request.

CHINESE MUTINY IN TIBET AND FULUN.

TROUBLE ANTICIPATED.

("SHEUNG PO" SERVICE.)

Peking, May 3.

Mutiny has broken out in Tibet and Fulun among the Chinese soldiers stationed in those places. Fear is entertained, that trouble may be anticipated.

ANARCHISTS IN FOREIGN CARB ARRESTED.

("SHEUNG PO" SERVICE.)

Peking, May 3, 11 p.m.

Two anarchists in foreign carb were arrested in a passenger's junk off Wei-chow in East River. Wei-chow is strongly guarded but is quiet.

FRONTIER DISPUTE AMICABLY SETTLED.

("SHEUNG PO" SERVICE.)

Peking, May 3.

The Board of Foreign Affairs has telegraphed to Viceroy Li of Yunnan saying that the frontier dispute has been amicably settled with the British Government without any injury to China's prestige. The Board also instructed the Viceroy to notify the public of the settlement of the dispute. The Board further stated in the telegram that the terms of the agreement were not for publication.

CANTON'S WARNING.

("SHEUNG PO" SERVICE.)

Peking, May 3.

H.E. Chang Ming Chi, the Canton Viceroy, has telegraphed to the Grand Council in Peking to take every precaution against a rising in Peking and Tientsin.

TROOPS COMING TO CANTON.

("SHEUNG PO" SERVICE.)

Peking, May 3.

The Grand Councilors, hearing of the outbreak in Canton, intend to dispatch several divisions of troops to Canton.

HUNTING ANARCHISTS.

("SHEUNG PO" SERVICE.)

Peking, May 3.

The Grand Councilors have requested the Throne to telegraph to the Viceroy and governors of the various provinces to hunt down all the anarchists.

TRAIN DERAILED. THIRTY PASSENGERS INJURED.

("SHEUNG PO" SERVICE.)

Peking, May 3.

A train of the Peking-Hankow Railway was derailed off Ching Ting prefecture. Thirty passengers were injured.

REPRESENTATIVES OF PLAGUE CONFERENCE HONOURED.

("SHEUNG PO" SERVICE.)

Peking, May 3.

The Board of Foreign Affairs has given a dinner in honour of the representatives of the International Plague Conference at Fengtien.

A Chinese woman was knocked down by a motor-car this afternoon on the road to the Bellevue Hotel. She was badly shaken, but not seriously hurt, and, refusing to be taken to the hospital in the car, hired a ricksha and went off alone.

Mr. Padoux, Minister Plenipotentiary and Legal Adviser to the Government of Siam, arrived in the Colony yesterday by the German Mail and life for home the same night. Last evening, he was entertained to a private dinner at the Astor House by the officials of the French Consulate.

ARREST OF INSURGENTS

FORCES OF TROOPS
STRENGTHENED IN
CANTON.

Viceroy Advises Merchants to
Resume Business.

(THE "TELEGRAPH" CORRESPONDENT)

Canton, May 3rd.

H.E. the Canton Viceroy and Admiral Li Chun have jointly issued a notification informing the public that order had been restored in Fan-shan and that the rebels who are at large are being apprehended. They also informed the people that they have strengthened the forces of troops in Canton, its suburbs and its outskirts. At the same time they have dispatched more gunboats and steam launches for patrolling the place. All the gates in the city have now been reopened, but soldiers are stationed at each gate for detecting pedestrians. His Excellency and Admiral Li Chun, advised the gentry, the merchants and the public to go on their business as usual. If any wrongdoer dares to create a disturbance by spreading rumours, he will be severely punished on discovery.

AMERICAN NEWS.

[VIA MANILA.]

New York, April 29.—Lloyd C. Griscom, former ambassador to Italy, and Roosevelt's chief lieutenant in New York politics, has resigned as chairman of the Kings County Republican committee, pleading ill health, but it is said that William Barnes, of Albany, standpat, and the new chairman of the Republican state committee, forced him from the chairmanship.

Washington, April 29.—President Taft faces a hard fight to get favourable consideration for his cherished Canadian reciprocity legislation, the Senate not being disposed to act upon the measure in the belief that it will come in conflict with the tariff legislation which will be expected of it at the next session of Congress. In an effort to whip the Senate into line the President is using every ounce of party influence, and has shown a disposition to treat with the insurgent faction in the hope that their favour will swing enough anti-free trade Democratic votes to push the measure through in spite of the tremendous anti-free trade influences which are active in the Senate. The President held a long conference yesterday with Senator Cummins, of Iowa, who, while favouring Canadian reciprocity in the main, objects to certain provisions of the present bill now before the Senate. The result of the conference was not made public.

Washington, April 29.—Three prominent Chicago bankers, custodians of the Lorimer slush fund, have been arrested for contempt, which action was brought about by their refusal to obey a court mandate to give an accounting of contributions known to have been made to the Lorimer campaign fund, in an investigation which is being conducted in Chicago as the outcome of the recent senatorial scandal connection with Lorimer's election. Chicago is greatly excited over the arrests already made, and the anticipation that many other prominent citizens will be involved in the affair before the investigation is concluded.

MARINE COURT.

Junk Inspector Nauas, of the Harbour Department, at the Marine Court this morning charged twelve cargo boat owners with unlawfully plying their boats without being licensed. Commander C. W. Beckwith, R.N., after hearing complainant's evidence, found all defendants guilty of failing to renew their licenses on April 1, and fined each \$10,—or one month's hard labour. The defendants, who as usual pleaded not guilty, paid the fine and were discharged.

One of the native crew of the s.s. Haldia, now in Kowloon Dock, was suffocated yesterday by fumes from one of the holds. It is not known what caused these poisonous exhalations.

AN ANARCHIST'S STORY.

QUOTES NELSON'S HISTORIC
COMMAND.

OFFICIALS SLAVES OF
MANCHUS.

EXPECTED NO SYMPATHY.

(THE "TELEGRAPH" CORRESPONDENT)

Canton, May 3.

It may be of interest to your readers to read the statements made by a captured young anarchist (20 years old) at the trial held in the Admiral's yamen. He declared that he did not take part in the act of setting fire to the Viceroy's yamen but he was so pleased with the damage done to the Viceroy's building that he could not resist the temptation of making an enquiry. This was the cause of his arrest. He said that every Chinese was an anarchist at heart and in support of his opinion, he mentioned the names of the late Tartar General's assassin and that of the late Governor of Anhwei. He told the officials that they were the slaves of the Manchus and that they would not have been had it not been for the desire of making money. When questioned about the time of his acquaintance with the revolutionaries, he replied that he had a feeling against the Manchus while he was only 10 or 11 years old. When questioned as to the number of his confederates, he replied that even if he had betrayed them it would have been impossible for the officials to capture them. When he was condemned to death, the officials were sorry to see such a young man should have received so heavy a punishment. The prisoner said that he expected no sympathy or mercy from the officials and he has done his duty on behalf of his confederates. Success or failure was of no matter to him. His last words were "Now China expects every man to do his duty."

LOG BOOK.

The British steamer Ardeola has arrived in the Tagus bringing 27 men of the crew of the ship Butehire, abandoned on her journey home from Chili. According to the statements of the shipwrecked men they encountered continuous storms for 23 days. On 18th March a cyclonic storm burst on them when 60 miles from Falmouth. The water rushed in to the ship through a large hole in her keel. Then began a period of terrible suffering and privation. For seven consecutive days and nights the crew worked at the pumps in their endeavour to save the vessel, which was slowly settling down. Notwithstanding their intense fatigue through sleepless nights the men worked the pumps with undaunted courage, cheered and even assisted at times by Mrs. Purdie, the wife of the captain.

On 27th March, when the water was already up to their waists and all hopes had been abandoned the Ardeola appeared, and saw the signals of distress. She promptly took off the wearied crew. The captain, before abandoning the Butehire, set fire to her to avoid causing disasters to other ships that might cross her path.

A great merger of navigation companies, of which the Furness Steamship Company, of England, is the moving power behind the deal, is on foot in Toronto. The merger, which has for its object an uninterrupted service between English ports and Duluth, at the head of Lake Superior, will comprise the Furness Company, the Richelieu and Ontario Navigation Company, the Island Transportation Company, and the Northern Steamship Company.

The three Canadian companies mentioned are the most important inland navigation companies in Canada, working freight and passenger services, respectively, on the St. Lawrence River, Lake Ontario, Lake Huron and Lake Superior. The capital is not yet mentioned for the merger, but agents of the Furness Line are conducting negotiations.

The combine is practically completed. The Island Transportation Company and the Northern Steamship Company have already given their adhesion to the plan, and a full announcement is only awaiting acceptance by the Richelieu and Ontario Company. It is practically settled that the merger will be completed at once. It is considered by shipping people one of the most important deals ever arranged in the Dominion.

CORONATION CELEBRATIONS.

THE HONGKONG PROGRAMME ARRANGED.

We have received from the Coronation Celebrations Committee, of which Sir Francis Pigott is chairman, a copy of the programme which has been arranged for the event.

The Committee informs us that the Commodore has sanctioned the details in which the men-of-war compete and the Officers Commanding the different regiments have sanctioned the attendance of the various bands.

H.E. THE GOVERNOR'S RECEPTION.

H.E. will hold a public reception at Government House. The guests attending the reception will pass into the gardens which will be connected with the public gardens, and the whole illuminated with Japanese lanterns. Refreshments will be served, and the band will play, in the Public Gardens.

The Japanese community will give a display of fireworks.

The Chinese Fish-lantern procession will pass along Upper Albert Road, and round into the Gardens.

FISH-LANTERN PROCESSION, AND FIREWORKS.

The route of the procession, except as above indicated, will be settled hereafter.

There will be three set-pieces of Chinese Fireworks at 10 p.m. IN THE HARBOUR.

The men-of-war will illuminate from 9 to 11 p.m.

Merchant vessels will be asked to co-operate.

PRIVATE FIREWORKS.

It is hoped that captains of vessels and private persons on shore who desire to have any fireworks display, will arrange to have it on this night between 9 and 11 p.m., in order not to interfere with the set display on the second night (Friday).

SECOND NIGHT.—FRIDAY, JUNE 23.

Lantern Illumination of the City.

Every householder and hong and occupier of buildings in the City as well as on the Peak, and also on the Kowloon side, will be asked to display one (at least) Chinese or Japanese red lantern in every window or porch or balcony which is visible from the harbour, from 9.30 to 11.30 p.m.

The Public Works Department will be asked to line the lamps on the upper roadways with red paper, as was done on the occasion of the visit of H.R.H. Prince Arthur of Connaught.

Red flares will be lighted on the Praya wall from Blake Pier to Murray Pier.

"Statue Square" will be specially illuminated with large red Japanese lanterns, and with a shower of white electric lights over Queen Victoria's statue.

The Peak signal station (Kowloon side) will be lighted with blue fires.

Junks, sampans, and cargo boats will be under the special control of the Harbour Master; they will display festoons of red lanterns.

The Hongkong Club proposes to be open to ladies on this evening.

The K.O.Y.L.I. will give a torchlight tattoo on the cricket ground, which will last from 9.10 to 9.30 p.m.

There will be a search-light display by the men-of-war from 9.10 to 9.40 p.m.

From 9.40 to 10 p.m. a fire dragon boat with Bengal lights and fireworks will move slowly down the harbour.

At 10.45, on a signal from the Harbour Master's launch, "God Save the King" will be lighted in large white letters along the May Road, the men-of-war will illuminate (merchant vessels being asked to co-operate), and the bands of the regiments on both sides of the harbour will play the national anthem. This will be followed by a special fireworks display in the harbour, concluding at 11.15 p.m.

Rockets will be fired in pairs from two pontoons anchored in the harbour so that they will meet at the top of their flight and burst together; the flights of rockets will be alternated with detonator rockets from the Harbour Master's launch, ending with a salvo, and with "bouquets" of rockets from the men-of-war and Kowloon signal station.

The possibility of arranging bonfires is under consideration.

POLICE COURT.

CHINESE CHARGED WITH
LARCENY.

A Chinese was charged with larceny of a pair of shoes valued at one dollar 70 cents, the property of the Supreme Shoe Factory at Wanchai. He was an employe of the firm. He was seen this morning attempting to dump the shoes in the harbour. He was sentenced to ten days imprisonment and four hours stocks.

COOLIE'S THEFT.

Lo Kong, coolie in the employ of Mrs. Harston, 64, Mount Kellett Road, Peak, was charged this morning with stealing 13 dollars 30 cents, the property of the man, a gold brooch, the value of which was four dollars, and a pair of socks worth \$1, the property of Mr. S. Harston. He was committed to prison for six weeks and six hours stocks.

BUTCHERS' QUARREL.

Some butchers at Saiwanho market had a quarrel and one prodded another with a butcher's steel. A slight wound was inflicted. The matter was brought before the Court and the butchers were fined 10 dollars.

THE PLAGUE.

EPIDEMIC ALMOST
AT AN END.

We are indebted to Messrs. Thomas Cook & Son for the following copy of a letter from the South Manchuria Railway Company, dated April 24th:—

"We have the pleasure of informing you that the plague epidemic in South Manchuria has almost entirely ceased and we have decided to carry without any restriction the first and second class Chinese passengers over our whole line on and after the 22nd April, and the third class Chinese passengers will be carried under our Station Master's permission."

"The Chinese coolies and like labourers are still subject to detention, and also those who came from Chofoo or other infected ports shall undergo the detention for the quarantine purposes on heretofore."

MANCHURIA'S FUTURE.

CHINA'S DIFFICULT TASK.

If report is to be believed, the new Manchurian Viceroy has been given all the authority which it is possible for China to give.

The only effective weapon would be a million well armed troops—not for present use of course, because there are treaty obligations which must be observed until the time has arrived when they cease and terminate by efflux of time. Then, the strong arm would be the final argument in the new negotiations. The new Viceroy doubles his high office with that of Tartar-General, in order, doubtless, that there shall be no divided control, but that all the power which China can bring to bear shall speak with one voice, without hesitancy, equivocation, or loss of effect.

The more international Manchuria becomes the more Chinese she will be, a paradoxical saying perhaps, but one profoundly true. Japan seems to recognise this in her growls over the apportionment of the new loan.

The nervous but well-meaning visitor was trying to keep up a conversation with the hops of the house. "How jolly for you to live in this beautiful part of the country," he ventured. "It's all right," responded the child, in guarded manner. "Have you lived here all your life?" "Not yet," said the literal infant, coldly.

A curious incident marked Lord Haldane's first attendance in the House of Lords. He was called upon to answer a question involving a certain knowledge of military matters.

Messrs. E. S. Kadoorie & Co. inform us that they received advice by cable yesterday from London that the price of Para rubber was quoted at 5s. 4d. The market is quiet.

At a big meeting at Topeka, U.S.A., Mr. W. W. Lockwood, the General Secretary in China of the Y.M.C.A., spoke of the good work done in Hongkong by Mr. and Mrs. Lerrigo, who are well known to many of our readers. The work of the association was fully described, the speakers being enthusiastically received.

BANKRUPTCY COURT.

The Bankruptcy Court was held to-day at the Supreme Court, before His Lordship the Chief Justice, Sir Francis Pigott.

ORDER FOR ANNULMENT.

An application was made on behalf of A. Rumjahn for the annulment of bankruptcy proceedings. Mr. Fletcher, Deputy Official Receiver, made the application under section 29 of the Bankruptcy Ordinance.

His Lordship—Who makes the application?

Mr. Fletcher—I do, on behalf of the debtor. The section states that "where it is proved to the satisfaction of the Court that the debts of the bankrupt have been paid in full, or fully secured."

His Lordship—You apply for annulment of the proceedings?

Mr. Fletcher—Yes, I am satisfied that the debts have been either paid in full or are fully secured. This is an old case. A petition was presented in October, 1908, the ground being that the debtor had given notice that he would suspend payments of his debts. At the first meeting of creditors a composition of 25 per cent. was suggested, but no further steps were taken with regard to this. After considerable enquiry I was satisfied that the estate was quite solvent. The story of the proceedings is one of negotiations with these various secured creditors, and after a great deal of property had changed hands in many ways, and the present position is that there is a sum of \$180,000 owing, which I am satisfied is fully secured. There are unsecured debts amounting to \$5,788, due to two creditors with whom arrangements have been made. I would ask your Lordship to grant the order.

His Lordship—So everything has been settled.

Mr. Fletcher—Yes. There is a large amount of landed property, and two large insurance life policies, amounting to about \$60,000.

The application was granted.

A. BOARDING-HOUSE KEEPER'S AFFAIRS.

Re Rose White, public examination.

The debtor stated that she was recently proprietress of the Baltimore and Zetland House Hotels. She began about five years ago in Blue Buildings, and then moved to Zetland House four years ago. She borrowed about \$2,000 at the time. That was her first debt. She opened the Baltimore about 2 1/2 years ago, and borrowed \$3,000 in order to open it. The Hotel was refurnished by her. The two houses had paid at times, but owing to bad debts she had lost a lot of money.

How much did you lose a year?—I really cannot tell you.

About how much?—I cannot say.

It appears from your statement of affairs that your unsecured debts amount to nearly \$20,000?—Yes.

Part of the amount was money borrowed?—Yes. Mr. Robertson of Price and Company borrowed some money and I stood guarantor to him.

How much did he borrow?—\$5,000. He died and I was called upon to pay.

To whom did you pay the money?—I haven't paid it yet.

Oh, you haven't paid it yet?—No, but I gave Robertson some money.

What proof have you of it?—Surely, you have an I. O. U. or something?—I have.

Then why didn't you give it to me?—(No answer).

Why did you want to give Robertson the money?—(No answer).

On the 2nd November, 1910, you borrowed \$3,500 from Mrs. Yiu A Kai?—Yes.

What debt did you pay with that money?—The expenses of the hotel.

You borrowed \$2,000 at about the same time from Mrs. J. C. Wong?—That was at another time.

From Captain Gillan you borrowed from \$1,000 to \$6,000?—Yes.

Do you mean to tell me that all that money has gone into your business?—Yes.

Mr. Leo d'Almada, who represented creditors, cross-examined debtor.

You started in business by borrowing?—Yes.

When did you pay off the \$2,000?—I haven't paid it yet.

Did you pay interest on that?—Yes.

Was the business paying when you commenced it?—Partly.

What was your next loan?—Debtor's reply was inaudible.

When you started the Baltimore Hotel, did you owe anything?—No.

You borrowed \$3,000 for the Zetland House?—Yes.

Who from?—Different people. You have not specified the dates. Zetland House did not pay, so you continued to borrow?—Yes.

Notwithstanding that Zetland House did not pay, you started the Baltimore?—Yes.

Did you keep any accounts?—No.

Mr. D'Almada—I think you showed me some books. I showed you a register.

What did you consider your liabilities to be when you started the Baltimore?—I should say something between \$10,000 and \$15,000.

Did the new business pay?—No.

Subsequently you borrowed money on bills of sale for furniture in the Baltimore?—Yes.

How much?—About \$2,000.

Have you given the Official Receiver all the bills and account books you have got?—Not all.

Why not?—Don't you know it is your duty to do so?—Yes.

When you entered into partnership with Dr. Paul you did not tell him about the bills of sale?—Yes, I did.

So when he says that you did not, he is mistaken?—Yes, I did tell him.

Mr. D'Almada—I will ask for an adjournment of this case.

The case was adjourned until the next sitting.

ALLEGED FRAUDULENT PREFERENCE.

Re the Yee Sai firm, application for a Receiving Order.

Mr. Gardiner stated that he appeared for the petitioning creditor. The acts of bankruptcy were set out in the petition—transferring his goods and the partners in the firm absconding themselves from their place of business. The stock-in-trade of the firm or a great portion of it had been transferred.

His Lordship—I must have some evidence of the acts of bankruptcy.

The Official Receiver—There are two affidavits before your Lordship.

Continuing, Mr. Gardiner said there was a question of fraudulent preference.

His Lordship—Where's proof of that?

Mr. Gardiner—There's the declaration of Ho Su Chu which was filed on the 7th of April.

The Official Receiver—With regard to the question of fraudulent preference, Messrs. Sander Wiener and Company denied that they ever received the goods. There was no evidence of that.

Mr. Gardiner—I'll file further affidavits.

ALLEGED DISHONESTY.

Mr. Fletcher made an application for the rescission of the receiving order made with regard to Lam Cheong.

The application was opposed by Mr. Harris.

Mr. Fletcher said he made the application on two grounds under Sections 8 and 29 of the Ordinance. The debtor was a man who was prosecuted at the criminal sessions for misdemeanour with regard to his bankruptcy petition, and was acquitted. The history of the case, briefly, was that the debtor filed his petition in March, 1910, and on the 19th of that month a receiving order was made. It appeared from the public examination that quite shortly before, he went to various merchants in Hongkong and bought nearly \$20,000 worth of goods upon credit. There he sold and according to him, he used the proceeds to repay depositors. In examining the names of the depositors in the books he found that many of them had names which were not unlike the debtors and further that they all lived in the same village. They were probably relatives of the debtor. Lam Cheong put in a statement of affairs which showed:—Good books debts \$3800; doubtful debts \$5152; and bad debts \$10,222. His Lordship held in the criminal proceedings, the assets available for the creditors might include the whole of those assets. In the ledger the sum of \$3000 was owing by a Kong Wiek Wo firm of San Francisco. He, the speaker, sent them the usual notice, calling upon

them to pay the money, and received a letter from the solicitor of the China Merchants Association, saying that the account had been paid by the firm in the presence of one of their representatives. The second debtor upon the books also replied that he had paid the money owing to Lam Cheong to two of his representatives. Among the doubtful debts two letters had been returned to the official receiver from the post office "address unknown," while no reply had been received to the third. Among the debtor's assets was the sum of \$336, which he had deposited with his solicitors, and had been refunded on his, the speaker's application, and \$77 from the sale of a like policy.

Mr. Harris, in reply, remarked that the Official Receiver had read certain letters which had not been put in and which were not evidence at all. At the time of the petition His Lordship was satisfied that there were sufficient assets.

His Lordship—I did not go into the question. I was satisfied for the purpose of the application.

Mr. Harris—He was put into the box for the purpose and you were satisfied that there were sufficient assets.

His Lordship—For the purposes of the application only.

Continuing, Mr. Harris said there was no evidence before the Court to show that there were no substantial assets. Debtors always denied that they owed money, particularly when they were in America, and knew that they could not be proceeded against. The mere fact that the Official Receiver did not consider himself justified in instituting proceedings in America did not prove to His Lordship that there were no assets which could be got if proper proceedings were taken. His Lordship must have been satisfied at the time, particularly as the point was raised by the Official Receiver, that there were substantial assets. Mr. Harris submitted with all respect that if an order was once made His Lordship had no power at all to rescind the receiving order. There was power to rescind or annul an adjudication order, and of course, if he so wished, the Official Receiver could have the debtor adjudicated bankrupt and then apply to have the order rescinded. There was no power, however, in that Court, to rescind a receiving order. There were cases at home where such orders had been rescinded under section 104, but for some reason or other, the Attorney-General, or whoever framed the Ordinance, had thought fit to leave that section out altogether. He submitted that the Court was bound by the powers given to it by the Ordinance. If the application was granted, said Mr. Harris, it would mean that the debtor would be let loose in the streets and liable to be imprisoned for all his debts. That was entirely opposed to the principle of the ordinance. The application at home was never made on behalf of the Official Receiver. It was made by the debtor and opposed by the Official Receiver. It was not right that the Court should be used in order to punish the debtor for not paying his debts. If the order were granted, it would be impossible for a Californian merchant, who became bankrupt, to be protected as he should be protected. The only two points he brought forward were that the Court had no inherent jurisdiction, and also that to make the order would be to abuse the principles of the Bankruptcy Act, which were to protect the debtor.

His Lordship deferred the question.

HEAVY LIABILITIES.

The next person for public examination was a Mr. Tavares, who in reply to Mr. Fletcher said he started business in Macao, as a curio seller, with a capital of \$10,000.

Mr. Fletcher—You began business in Hongkong, twelve years ago, with \$150,000?—Yes.

What business did you do in Hongkong?—Different kinds of business.

But that does not explain at all?—I had a barber's shop and a compradore's shop and such like.

And you bought and sold jewellery?—Yes.

You did some exchange business and dealt in house property?—Yes.

The barber's and compradore's shop you lost money on?—Yes.

And recently your business has been chiefly confined to jewellery?—Yes.

I understand you lost \$100,000 on gambling?—It is not correct. I don't gamble.

I dare say you don't, but you have not lost \$100,000 in gambling?—No.

And you owe about \$50,000 or \$60,000?—Yes.

What are your assets?—People owe me about \$60,000.

Debtor explained that a Chinaman in Macao owed him \$19,800 but he was now poor. As soon as he became rich again he would pay him again.

In any event his promissory note is mortgaged to Messrs. Ullmann and Sonnet Freres?—Yes. Another man named Major Sauvage owes me \$10,500. He is now in Portugal.

The debtor further stated that he expected the Major would pay him on his return to Hongkong.

Will he come back?—I cannot say.

Your creditors gave you a month in which to enable you to find out some good book debts. Have you found them?—I was laid up for three weeks in bed, and I have not done anything so far.

Supposing you are given a further month, what assets do you expect to recover?—I don't know of any. I can only do my best.

What do you expect to get?—I cannot say.

You won't enquire of the Major in Lisbon to start with. Who will you enquire of?—I can write and ask him to repay the money.

Is there any money you expect to recover definitely within a month?—No. One can never say what will turn up.

I understand you used to get your jewellery from Messrs. Ullmann and Sonnet Freres on consignment?—Yes.

That is you got the goods to sell at a profit?—Yes.

And I understand you used to sell these things or pawn them and not account for them?—That is wrong. You have not got the right story. The story is that when I first started business I bought jewellery to the extent of \$100,000 cash. They got me to get goods on consignment, and I lost my money.

In answer to Mr. Fletcher, the debtor stated that in 1903 he gave his daughter a house, and in 1905 he settled the sum of \$6,000 on her. He was not in debt at the time.

In answer to Mr. D'Almada, who appeared on behalf of creditors, Tavares said he always had money. He came to Hongkong with \$150,000. He commenced an exchange business, and in about nine months he made \$13,000 profit.

Mr. D'Almada—Were you ever banished from Macao?

Debtor caused some laughter by replying in English, "No, never."

You told the Official Receiver that you never gambled. Have you ever gambled in a Chinese Club?—No, never.

Now I put it to you that you gambled in a Chinese Club and lost, in one night, over \$50,000. That is all lies. You had better prove your statement.

Mr. D'Almada—It is not for me to prove. I am asking you.

In answer to further questions, the debtor stated he had no assets at all.

And you do not care to collect the money from those who owe it you?—It is not a question of caring; I cannot get hold of them.

The examination was closed. A BAD START.

Before the Registrar, Mr. C. Melbourne.

The public examination of R. H. Whitaker, proprietor of the Praya East Hotel, was next dealt with.

Mr. Harris—You are proprietor of the Praya East Hotel?—Yes.

You have been there about four years?—Three and a half.

What was your business prior to that?—Sergeant in the Army Service Corps.

How did you acquire the Praya East Hotel?—I bought it.

Who from?—Mr. Rumjahn and Mr. Owen.

What price did you pay?—Six thousand dollars.

And what did they get the hotel for?—Mr. Rumjahn previously bought it, I believe at an auction, for about \$800.

And sold it to you for \$6,000?—Yes.

How did you pay?—Three thousand down and three thousand later to Mr. Owen.

Where did you get the money from?—The three thousand, which I paid down, I borrowed. And what about the other \$3,000?—That came out of the business, later on.

The business, at first, was fairly prosperous?—Fairly prosperous.

And to what do you attribute your failure?—To bad debts.

What kind of bad debts?—Omits.

From whom, sailors?—Various people.

How did you accumulate them; did you allow people to run up accounts as they wished?—Not at all; but when a person has spent four or five dollars and runs short you cannot say No.

You have promoted boxing entertainments from time to time?—Yes.

And what money did you receive out of that?—About 2,000 altogether.

That went into the business?—Yes.

What are your total debts?—About \$10,000.

That includes three thousand in the beginning; you started with a debt of \$3,000 and have never been out of debt?—There was \$3,000 for the business and \$1,800 for license fee. I started \$4,800 in debt.

And you have the opinion that if you still carried on the business you could make it pay?—I do not know; it does not pay at present, of course in the past I have had no real chance. I have been paying back the whole time.

Did you pay interest?—Yes.

How much?—Altogether the interest cost me \$450.

A year or a month?—On the whole loan.

That concluded the public examination.

A SCHEME OF ARRANGEMENT.

Re J. C. Logan.

In this case, which was before the Court at the last sitting, the Deputy Official Receiver asked that the debtor should be allowed to continue his payments, which would be about \$100 to \$150 a month, until he had paid in full. That was proposed rather as a scheme of arrangement. He asked for an adjudication order.

After till the debtor went into the box and deposited that he started business in 1904, as a contractor, with no capital, save a launch, which his father gave him. In 1903 he went bankrupt, but, on paying his debts in full, he was discharged. Later he entered into a partnership with Capt. Nicol, to run the Imperial Hotel. He had previously borrowed \$3,000 of that gentleman and when the partnership was dissolved \$2,000 was written off the debt, as a consideration. His total debts were about \$5,000, and his total assets, book debts, &c., were \$3,000.

To what do you attribute your bankruptcy or failure?—Competition on the harbour, bad times and heavy expenditure in the office.

What office had you?—I had 60 Des Vaux Road, at a rent of \$150.

And you are now living rent free by arrangement with Mr. Buttonjee. You are selling goods for him?—Yes.

And you undertake to pay to the Official Receiver the profits that you make—about \$150 a month?—Yes.

The examination was closed.

BAD BUSINESS.

The head of the firm of Wing Chung, stationers, also appeared for examination. He attributed his failure to bad business. Mr. Fletcher suggested to the debtor that the petition was brought by a friend of his to help him out of his difficulties. This, however, the debtor denied.

EXAMINATION CLOSED.

In the public examination of Hyder Brothers, one of the debtors stated that he, his brother and his mother carried on the business of a dairy. He bought a number of cattle for \$800, and about six months afterwards bought another lot for \$500. Two years ago he bought a further lot.

The Official Receiver—How was it that the firm came to be Hyder Brothers?—When we bought the cattle from Hirman Singh he made all three of us sign.

Where did you get the money from?—I have saved part from my pay—I am working at the Naval Yard—and part of it was given me by my wife. The examination was closed.

POLO.

THE PONIES FOR AMERICA.

The team of 35 ponies selected for the use of the English team in the forthcoming test matches for the Cup have sailed. We can be sure that this time our representatives will not be beaten because their ponies are inferior to those of their opponents. English polo players have come forward to help, and some first-rate ponies have been lent. Capt. Herbert Wilson, the No. 2 of the Southampton team, has sent eight, some of which he has bought with a view to these matches: the others are the pick of his well-known stable. Captain Lloyd takes four of his own, and to his judgment we owe in great part the selection of the 14 purchased for the American Cup Recovery Fund. Lord Ashby St. Ledgers, the Duke of Westminster, and Mr. Targott, an Irish player, have also come forward, so that a team of well-trained and seasoned ponies has been collected. If, as there is reason to believe, our team are well able to make a good fight for the Cup, it is satisfactory to reflect that want of suitable ponies will not turn the scale against them. The American team have also done their utmost to collect a first-rate lot of ponies, sending, so I hear, even to India for likely animals. It should be a splendid contest, perhaps one of the greatest of modern polo. Nor will the victory of one side or the other be the end. If our team win we shall have to strain every nerve to defend the Cup; if we lose polo men will not rest till another effort has been made to regain the Cup.—"Globe."

And you have the opinion that if you still carried on the business you could make it pay?—I do not know; it does not pay at present, of course in the past I have had no real chance. I have been paying back the whole time.

Did you pay interest?—Yes.

How much?—Altogether the interest cost me \$450.

A year or a month?—On the whole loan.

That concluded the public examination.

A SCHEME OF ARRANGEMENT.

Re J. C. Logan.

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Intimations

BUTTER.

OUR

"DAISY" BUTTER is the finest quality Table Butter imported.

We stock three other brands at prices to suit all.

The Dairy Farm Co., Limited.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER SAYING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec, etc. (Subject to alteration.) Connecting with Royal Mail Atlantic Steamers.

From Hongkong	From Quebec
"Empress of Japan".....Sat., May 20.	"Empress of Britain".....Fri., June 16.
"Empress of China".....Sat., June 10.	"Allan Line".....Fri., July 7.
"Monteagle".....Wed., June 28.	"Empress of Ireland".....Fri., July 28.
"Empress of India".....Sat., July 1.	"Allan Line".....Fri., Aug. 18.
"Empress of Japan".....Sat., July 22.	"Empress of Britain".....Fri., Sept. 8.
"Empress of China".....Sat., Aug. 12.	

"Empress" Steamers will depart from Hongkong at 6 p.m.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots; and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States, and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line).....£11.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and their families. Full particulars of application from Agents.

Through Passengers are allowed stop over privileges at the various points of interest on route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port.....£13. Via New York.....£15.

For further information, Maps, Guide-Books, Rates of Passage and Freight, apply to—

D. W. GRADDOCK, General Traffic Agent, Corner Padder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM
NAVIGATION CO. LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI, KOBE, & MOJI	KUTSANG	Friday, 6th May, Noon
MANILA	LOONGSANG	Friday, 6th May, 2 p.m.
SINGAPORE, PENANG, & CALUTTA	NAMSANG	Monday, 8th May, Noon.
TIENSIN	CHILONGSHING	Tuesday, 9th May, Noon.
MANILA	WINGSANG	Saturday, 13th May, 2 p.m.
SANDAKAN	MAUSANG	Wednesday, 17th May, Noon.

RETURN TOURS TO JAPAN, (Occupying 21 days).

The steamers "Kutsang," "Namsang," and "Fooksang," leave about every 5 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

† Taking Cargo on Through Bills of Lading to Kaitum, Lahad Datu, Simporna, Tawau, Usukan, Jesselton & Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.

Telephone No. 215. General Managers. Hongkong, 4th May, 1911.

BANK LINE, LTD.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, SEATTLE and PORTLAND (Or.) via SHANGHAI and JAPANESE PORTS.

Steamer	Tons	Captain	On or about
"SUVERIO".....	6,282	F. S. Cowley..	6th May
"KUMERIO".....	6,282	G. B. McGill..	30th May
"LUERIO".....	6,400	J. Mathie.....	30th June

• Not calling at Shanghai.

To be followed by other steamers of the Company at regular intervals. The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, and Central and South America. Will call at Amoy and Keelung if sufficient inducement offers.

The Steamers of the Line are of the most modern type, have excellent accommodation for storage passengers and a limited accommodation for Cabin passengers; they are fitted throughout with Electric Light, the "Lucerio" and "Orferio" also having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Ports.

For Rates of Freight or Passage apply to—

THE BANK LINE, LIMITED.

KING'S BUILDING, Praya Central.

Telephone No. 780. Hongkong, 1st May, 1911.

JEBSEN & CO.,
KING'S BUILDING.

Proposed Sailings of Steamers for HOIHOW—HAIPHONG—PAKHOI—TAMSUI.

For	Steamer	Tons	Sails on
HAIPHONG & TAMSUI	"....."	"....."	"....."

The steamers are of the most modern type, fitted throughout with Electric Light and have splendid accommodation.

For further particulars as to passage and freight, apply to

JEBSEN & CO.

Telephone 805. Hongkong, 2nd May, 1911.

Shipping—Steamers

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

DESTINATIONS	STEAMERS	SAILING DATES, 1911
MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	AKI MARU, Capt. K. Homma, Tons 7,000 MISHIMA MARU, Capt. A. E. Moser, Tons 9,000 KAGA MARU, Capt. M. Hagiwara, Tons 7,000	WEDNESDAY, 10th May, at Daylight. WEDNESDAY, 24th May, at Daylight. WEDNESDAY, 7th June, at Daylight.

VICTORIA, B.C. & SEATTLE	KAMAKURA MARU, Capt. B. Kon, Tons 7,000	SATURDAY, 20th May, from KOBE
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VICTORIA, B.C. & SEATTLE via KUNING, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU & YOKOHAMA	AWA MARU, Capt. Izawa, Tons 7,000 INABA MARU, Capt. S. Tomimaga, Tons 7,000	TUESDAY, 23rd May, at 4 p.m. TUESDAY, 20th June, at 4 p.m.
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SYDNEY & MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU, Capt. M. Winkler, Tons 6,000 YAWATA MARU, Capt. J. Nagao, Tons 5,000	FRIDAY, 12th May, at Noon. FRIDAY, 9th June, at Noon.
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SHANGHAI, MOJI & KOBE	HAKATA MARU, Capt. A. Mooker, Tons 7,000	WEDNESDAY, 10th May.
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NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU, Capt. J. Nagao, Tons 5,000	WEDNESDAY, 10th May, at 4 con.
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KOBE and YOKOHAMA	ATSUTA MARU, Capt. Wm. Thompson, T. 9,000	THURSDAY, 11th May, at 11 a.m.
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BOMBAY, &c.	COLOMBO MARU, Capt. Salter, Tons 5000	TUESDAY, 16th May.
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† Fitted with new system of wireless telegraphy.

† Cargo only.

* Carries deck passengers.

CHEAPEST SUMMER RATES

between

HONGKONG and JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

Special Excursion Tickets (1st & 2nd class) available for 3 months.

	YOKOHAMA	KOBE	MOJI	NAGASAKI
RETURN.	RETURN.	RETURN.	RETURN.	RETURN.
1st Class	\$120	\$110	\$100	\$90
2nd ..	\$80	\$70	\$60	\$50

With option of rail between steamers calling ports in Japan.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern and Northern Pacific Railways and Atlantic Steamers. Round-the-World Tickets also issued.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS	To Sail
HAIPHONG	"SINGAN"	6th May, Noon.
SHANGHAI	"LINAN"	6th .. M'night.
TIENSIN	"KUEICHOW"	9th .. 4 p.m.
TSINGTAU, CHEFOO & NEWCHOW	"KWANGSE"	9th .. 4 p.m.
MANILA, CEBU & ILOILO	"KAIFONG"	9th .. 4 p.m.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI". AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A Duty qualified Doctor in caried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE.—Twin Screw Steamers "Teon" and "Taming," saloon accommodation amidships; electric fans fitted; extra state-rooms on deck, aft. saloon accommodation of s.s. "Kaifong" is situated on deck, aft.

SHANGHAI LINE.—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chenan, Linan, Chihua)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on Through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at ten o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage apply to BUTTERFIELD & SWIRE.

Telephone No. 38. Hongkong, 4th May, 1911.

Shipping—Steamers

HAMBURG-AMERIKA LINE

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts Gesellschaft "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO.

Marseilles, Havre, Bremen and Hamburg and to New York.

Taking cargo at Through rates to all European Northern Continental British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.	HOMEWARD.
For Shanghai, Kobe & Yokohama:	For Rotterdam, Hamburg & Antwerp:
S.S. Frolenfeldt..... 6th May	S.S. Belgavia..... 6th May
"Scandia"..... 18th May	For Havre, Bremen & Hamburg:
"Svanen"..... 4th June	S.S. Suoria..... 6th May
"Sejovia"..... 15th June	For Rotterdam, Hamburg & Antwerp:
"Spolia"..... 1st July	S.S. Sachsen..... 26th May
"Silonia"..... 12th July	For Marseilles, Havre & Hamburg:
"O. Ford. Lazear"..... 28th July	S.S. Bayern..... 30th May
	For Rotterdam & Hamburg:
	S.S. Arcadia..... 1st June

For Further Particulars, apply to—

Hamburg-Amerika Linie,

Hongkong Office.

Hongkong, 3rd May, 1911.

[866]

HONGKONG
PHILIPPINES.
PHILIPPINES
STEAMSHIP CO.

Steamship.	Tons.	Captain.	For	Sailing Date.
RUBI.....	4000	S. Crosby	MANILA	WEDNESDAY,
ZAFIRO.....	4000	M. O. Smith	CEBU & ILOILO	10th May, 4 p.m.

For Freight or Passage apply to

SHEWAN, TOMES & CO.

GENERAL MANAGERS.

Hongkong, 21st April, 1911.

[14]

A. R. MARTY.

HONGKONG—HOIHOW—HAIPHONG—PAKHOI.

Highest Class, Fastest and Up-to-date Steamers on the Coast, having accommodation for First-class Passengers.

Electric Light, Excellent Cuisine, and Wireless Telegraphy.

For	Steamship	Captain	Tons	Leaving
HAIPHONG	"HONGKONG"	Cannellius	830	Uncertain.

For Freight and Passage, apply to

A. R. MARTY,

24, Des-Vieux Road.

Telephone 118.

Hongkong, 28th April, 1911.

[1098]

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

Mail Service to Australia.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION.)

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia
St. Albans.....	May 5.	May 27th, at Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars, apply to

Gibb, Livingston & Co.,

Agents.

[967]



TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada, and with Trans-Atlantic Lines for Europe.

PROPOSED SAILING FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Steamer	Tons	Captain	Date of Sailing
America Maru.....	11,000	A. G. Stevens	Friday, May 5, 1 p.m.
Tenyo Maru.....	21,000	E. Bent	Friday, May 12, 1 p.m.
Nippon Maru.....	11,000	H. S. Smith	Friday, June 2, 1 p.m.

† Triple Screws, turbine engines. * Twin Screws. All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office. The Twin Screw Steamer "AMERICA MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, and HONOLULU, on FRIDAY, the 5th May, at 1 p.m.

SOUTH AMERICAN LINE.

(In connection with NATIONAL RAILWAY of Mexico at MANAGUA.) Only Regular Direct Service to Mexico, Panama and Chilean Ports.

Steamer	Tons	Captain	Date of Sailing
Hongkong Maru.....	11,000	H. Hinekuma	Saturday, June 17, 1 p.m.
Kiyo Maru.....	17,200	H. Nishi	Tuesday, Aug. 10, 1 p.m.
Buyo Maru.....	10,600	K. Hasimoto	Saturday, Oct. 1, 1 p.m.

The Steamer "HONGKONG MARU" will be despatched for SINGAPORE, YOKOHAMA, HONOLULU, MANAGUA, BALBA CRUZ, CALAO, TONGAREVA, KALAPANA, and CORONEL on SATURDAY, 17th June, at 1 p.m.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, Local Manager.

KING'S BUILDING (Opposite Blake Pier).

[869]

INDIAN NEWS.

Within the past three months or so some forged Government Currency Notes have been in circulation. It will be remembered that a note for Rs. 1,000 was traced to Mr. Charles Harding, a well-known book-maker of the Calcutta "Turf." Mr. Harding's explanation was that he believed that one Radhika Mohan Roy, (a younger brother of Ananda Mohan Roy, accused in the Tollygunge case) gave him that particular note, but owing to the lack of proof against Radhika, Inspector Prizant of the C. I. D. who had arrested him, eventually released him on bail and he was finally discharged by the Commissioner of Police.

The East Indian railway authorities are sending a large number of workmen to clear the damaged bogie carriages of the down "Express" train which was wrecked between Neora and Sadoipur stations in the Dinapore District, under circumstances already reported. No information has been received by the Railway authorities as to the identity of the gang, who is alleged to have removed a rail from the down line, culminating in the wreck of the train.

Madras, April 6th.—The report of the Imperial League for 1910 has just been published and is a record of useful work in the direction of spreading useful views and combating sedition in Madras. The League of which the Maharajah of Bobbili is the president was started early in 1910. The members are all zemindars and at present the total strength is forty while the income of the League for the year was Rs. 1,348. As Madras has been very quiet politically during the period under review, there was small scope for the energies of the League, but good work was done in founding prizes for essays to be written by students on loyalty to the British Raj. These prizes were competed for by a large number of students and the prize essays are reported to have been very good.

Bombay, April 7th.—The Royal Indian Marine steamer Hardinge, Commander C. N. Luck; the Royal Indian Marine steamer Northbrook, Commander Jones, and H.M.S. Highflyer with Rear-Admiral Sir E. J. W. Slade, Commander-in-Chief of the East Indies Squadron, on board sailed to-day for the Persian Gulf with troops and details.

Allahabad, April 6th.—A frontier correspondent reports that executions have taken place by the Amir's orders at Jallalabad and in Laghman in order to check the crimes of murder and robbery.

Madras, April 6th.—In the final of the polo tournament played yesterday at Guindy, the 20th Deccan Horse beat the Bangalore Gymkhana by ten goals to seven. Lady Lawley presented the Rajah Venugopal Challenge Cup to the winner who having won it three times now retains it. The Rajah has offered another cup, valued Rs. 4,000.

BILLIARDS.

George Gray arrived in England in August. He opened with a tour through Yorkshire and Lancashire, and quickly showed that he could keep faith with his Australian credentials. Breaks of 500 and 600 points were mere commonplaces with him. He promised thus early to any day accomplish the four-figure ideal, which had for twelve years (since the abolition of the spot-stroke) ranked as the goal of Roberts, Stevenson, Dawson, Diggle and the remainder of the English experts, under the present restricted code of rules. These achievements, combined with a taking personality, gained the sympathies of the public. Early in November, young Gray made his appearance in London. His doings at the St. George's Hall, Mount-street, W., are of too recent occurrence to demand any extended notice. Suffice it to say that, under most exacting conditions, he did all expected of him. The awaited "1,000 break" materialised in the shape of a 1,143, and another within a few points of it; a red-ball record sequence, and a whole string of other, if lesser, yet still big breaks. Last month, at Nottingham, in a match with Diggle, he made a break of 1,318, scoring no fewer than 287 consecutive middle pocket points. All the points were made off the red.

THE CHINESE IN SIAM.

Time and again we have been hearing that the Chinese Government have been urged to open negotiations for the conclusion of a treaty with Siam, carrying with it the right to establish consular officials there. Of course, it savours of a ridiculous situation, for the Chinese resident in foreign countries except a few busybodies and others whose interest it is to foment trouble rarely trouble about applying to their government for protection. As a matter of fact, it is to escape the oppression of their own officials that they leave the country, or reside in those countries where they have made their fortune, except in the case of the coolies and others whose fortunes are not worth the attention of the mandarins. We do not for a moment suggest that this state of affairs will continue in China very long, and therein lies the gravity of the Chinese question in Siam.

It will be interesting to study the facts relating to the advent and position of the Chinese in Siam. The Chinese immigration to Siam started seriously nearly three decades ago, and since then it has shown no signs of abatement. Although now and then a good crowd of Chinese immigrants come back to their native countries of Amoy and Swatow and Canton, for it is from these places that most of the emigrants, especially to the South, hail from—the number that remain in the country and have made it, or make it, their home is steadily increasing. As a matter of fact, the total of the Chinese population in Siam is much larger than that of the indigenous Siamese. Furthermore, the Chinaman, as we have stated in the course of a previous article, has been the pioneer of all industry, and to him the country owes a great deal of its prosperity. A fact that has not received the significance it ought to have had is that the Chinese immigrant population is not only superior to the indigenous Siamese in wealth and industry, but also that it supplies the whole of the labour, mental and otherwise, in the country.

The Government of Siam welcomed the Chinese for several reasons. First of all, the country was supplied with the needed population. Secondly, the Chinese emigrant, who in 1909 cases out of a hundred is humble and willing to work, is also capable of hard work—which the Siamese unfortunately are not. It is unfortunate to have to admit that the Siamese of the lower strata, have neither the grit, capacity or ambition for improvement or work. The Chinese emigrant goes into all fields of work. Even in the interior he has taken to agriculture and is successfully bringing plenty of fallow land into cultivation. He has spread himself all over the country. Another satisfactory feature is that he has intermarried with the Siamese people so much so that the government and many observers hope that the two peoples will so intermingle as to produce a new and better nation. The Chinese have shown signs of giving up returning to China, and adopting Siamese habits and customs, which are daily more and more approximating better methods than that of the Chinese, at any rate.

And now there has arisen a cloud the effects of which on the future of the two countries it is not easy to foresee. It is the rise of "Young China," and the constitutional movement in China. It has awakened in the Chinese ambitions undreamt of for centuries, and one of them is to have jurisdiction over the citizens of China resident in foreign countries. The government from whom its children ran away to escape starvation, now wants to throw its protecting arms over the child that has fattened at the expense of others. The problem has not the same significance for any other country as for Siam. Even in the Malay States where the Chinese form more than half the population, the control of the trade and wealth of the country by them is not as great as in Siam. In Java and in other countries where the Chinese have emigrated to, the latter, although influential, are not in such numbers as to constitute a danger, as the local indigenous population is very large. Siam is in a predicament where the foreigners in the country number more than

her own people—foreigners who have all the rights and privileges of her own subjects with the addition that they have more wealth, and consequent influence, and practically control the labour in the country.

If, as has been frequently reported, the Siamese Government is not willing to enter into treaty relations with Siam we cannot under the circumstances, consider it similar to the action of Japan before she was forced to enter into relations with the outside world by Commander Perry or that of China. So far as modern progress is concerned Siam is far ahead of China, and has developed to such an extent that the British Government has been willing to waive its extra-territorial rights in favour of the Siamese Government. Siam's relations with other Powers, not excluding France—with whom unfortunate differences existed some years ago—are all very cordial. If she does not want such relations with China—we do not suggest want of friendliness on her part—it is due to the fact that such recognition will impair seriously her sovereignty in her own land. Of course, extra-territorial rights to China, under any circumstances, is out of the question. But the cognisance of the fact by the majority of the population of the country that they do not owe allegiance to the reigning sovereign there, but to the emperor at Peking will work untold harm to the country. Again, at some future date unless the Chinese are made to assimilate with the Siamese and become one nation, it may lead to efforts on the part of China to get Siam under her protective wing, in order to protect her own subjects resident there.

It is evident that there can be no question of a second Thibet in Siam, although China had at least a semblance of suzerainty in Thibet—we do not mean an immediate question of the kind—but that no room should be allowed for such eventualities. And the establishment of Chinese Consular officials in Siam, at the present time, may lead to such results in some future time sooner or later. A great deal depends upon the Siamese themselves. There is little use in giving up all the labour and wealth to the newcomer, and gamble and smoke opium. If the Siamese could be made more energetic and ambitious there will be no chance for any further Chinese immigration into Siam. It is incumbent upon the Siamese government, if it wants to save complications in future, especially as China is growing more powerful, that she should make Chinese coolie immigration into Siam as impossible as possible. If she wants people Siam will be wiser to invite some other race of people into her shores, as a counterpoise for the Chinese. The religious tolerance and equal rights now given to the Chinese should be made more conditional, for the benefit of the Chinese and Siamese alike. The first essential to make Siamese citizens of the Chinese is education. In the Straits the Chinese have almost forgotten their mother tongue, and have adopted the Malay language—the language of the land. In Siam, though Siamese is making headway the progress is slow, and it should spread much further among the Chinese than it does at present. The queue and other adjuncts of Chinese nationality are going away even in China; we do not see why they should not go much sooner in Siam. In short, every effort to assimilate the present Chinese population in Siam, and to stop further Chinese immigration, should be taken by the Siamese authorities. "Capital and Commerce."

HONGKONG FINANCE.

The returns are considered to be as satisfactory as one could expect, bearing in mind the difficult questions which came up for treatment during the year. It is true that on the total figures there is a deficit on the year's working but taking all things into consideration we may count ourselves fortunate that the difference is not more pronounced than it is, the journal concludes. We wonder if the returns for the year 1911 will make more cheerful reading? Judging from recent utterances we doubt it, notwithstanding the increases made in the duties on liquor in Hongkong. —Hankow Daily News.

ENTERTAINMENTS.

BIJOU SCENIC THEATRE.

(FLOWER STREET.)

CINEMATOGRAPH VAUDEVILLE

THE LATEST PICTURES. POPULAR ARTISTS.
The only place to pass an enjoyable evening.GRACE WILSON, Expert Dancer,
Opening MONDAY, 1st MAY, 1911.

See Hand Bills—Popular Prices.

Lessor and Manager: R. H. STEPHENSON

CAPSTAN MIXTURE

MEDIUM

&

FULL



In 1/4 lb.

Air Tight

Tins

W. D. & H. O. WILLS.



TRADE

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THE BERNESE ALPS MILK CO.
STALDON EMMENTHEL, SWITZERLAND.

"No. 10" SCOTCH WHISKY.

BOTTLED AT DUNDEE, SCOTLAND.

Agents: F. BLACKHEAD & CO.,
HONGKONG & CHINA.

CLARK & CO.

Scientific

Opticians,

YORK BUILDINGS,

CHATER ROAD,

Ground Floor.

WANG HING, Jeweller.

THE LARGEST COLLECTION OF SILVER WARE IN THE COLONY.

10, QUEEN'S ROAD CENTRAL.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS,
FORGEWELTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.Modern Appliances for quick construction and repair of Ships,
Engines, Boilers, Railway Rolling Stock, Bridges, and all
Classes of Engineering, Iron and Wood Work
Electrical Drives, Hydraulic & Pneumatic Tools
installed throughout the Works.

GRAYING DOCK

787 ft. by 88 ft. by 84 ft. 6 in.
Pumps empty Dock in
2 3-4 hours.

THREE PATENT SLIPWAYS

taking vessels up to 5,000 tons
displacement, providing conditions for
painting ships with most efficient results.

100-TON ELECTRIC CRANE ON QUAY—

ELECTRIC OVERHEAD CRANES THROUGHOUT

THE SHOPS RANGING UP TO 100 TONS.

Estimates given for Docking, Repair to Hull and Machinery,
Constructional Work.

MANAGERS AND AGENTS:

BUTTERFIELD & SWIRE.

HONGKONG, CHINA & JAPAN.

ENTERTAINMENTS.

THE
"Empire" Cinematograph
Theatre,
Des Vaux Road Central.

THE HOUSE OF GOOD THINGS.

UP-TO-DATE SPLENDID
FILMS.A Big Hit of the Eminent Artists:
Mr. Falante.....BARITONE
Miss Salvati.....SOPRANO
Miss Bascans.....Do.
HIGH-CLASS MUSIC.
2 Performances: 7.15 & 9.15 p.m.

Matinees:

Saturdays & Sundays, 4.30 p.m.

Coming, the well-known Troupe
OHING-LING-FOO.
Hongkong, 3rd May, 1911. [802]VICTORIA SKATING
RINK
Next Door to the Empire.This Rink will be open
during the month of May, from
4 p.m.
3 SESSIONS DAILY:
5 to 7 p.m.
7.15 to 8.45 p.m.
9 to 11 p.m.
Hongkong, 3rd May, 1911. [890]

GRANITE &

MARBLE

Monuments

Repairs

& CLEANING

UNDER TAKEN.

WREATHS.

STEAM LAUNDRY CO.

YAUMATI.

Established 1899.

THE only successful Steam Lau-
dry in the Far East. The only
Laundry in the Colony under
European Supervision.Filtered Water. Regular Delivery,
of Flannels and underwear washed by
skilled Japanese.Monthly rates quote 1. Dry cleaning
a speciality. Dept No. 4, Beaconsfield
Avenue. Tel. K82.

R. WOOD,

Manager.

Hongkong, 1st Mar., 1911. [931]

PHONE 482.

HONGKONG MOTOR
GARAGE.

TRY OUR

New 40 H. Power
RUBY COLOUR
CARS

Carry 6 Passengers.

THE BEST AND NOISELESS

\$7 p r hour

DRAGON CYCLE DEPOT,

83, Des Vaux Road Central. [49]

Shipping—Steamers.

DOUGLAS STEAMSHIP CO. LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having
splendid Accommodation for First-Class Passengers. Electric Light. Excellent
Cuisine.FOR SWATOW, AMOY AND FOCHOW AND RETURN.
(Occupying 9 to 10 days.)

STEAMSHIP.	CAPTAIN.	LEAVING.
Haitan	Capt. J. S. Roach	FRIDAY, 5th May, at 11 a.m.
Haitan	Capt. W. O. Passmore	TUESDAY, 9th May, at 11 a.m.
Haitan	Capt. A. E. Hodgins	FRIDAY, 12th May, at 11 a.m.
Haitan	Capt. J. W. Evans	SUNDAY, 14th May, at 10 a.m.
Haitan	Capt. J. W. Evans	WEDNESDAY, 10th May, at 11 a.m.

Steamers will arrive at, and depart from the Company's Wharf
near Blake Pier.
For Freight and Passage, apply to
Douglas, Lapraik & Co.,
General Managers.

957]

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

STEAMER	Expected on or about	From	Will leave on or about	To
Tjilidjap	1st half May	JAVA	1st half May	SHANGHAI
Tjilidjap	1st half May	JAPAN	1st half May	JAVA
Tjilidjap	1st half May	JAVA	2nd half May	JAPAN
Tjilidjap	2nd half May	JAPAN	2nd half May	JAVA
Tjilidjap	2nd half May	JAVA	2nd half May	JAPAN
Tjilidjap	1st half June	JAPAN	1st half June	SHANGHAI

The steamers are all fitted throughout with Electric Light, and have
accommodation for a limited number of saloon passengers, and will take cargo
to all Ports in Netherlands-India on through B/L.
For particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN,
York Buildings.

Telephone No. 375

[974]

Consignees

FROM EUROPE.

THE "HANSA" Steamship

"FREIENFELS"

Captain. Diederichsen, having arrived,
Consignees of Cargo are hereby informed
that their goods are being landed and
placed at their risk in the hazardous
and/or extra-hazardous Godowns of the
Hongkong & Kowloon Wharf &
Godown Company, Limited, whence
delivery may be obtained against Bills-
of-Lading countersigned by the Under-
signed.Optional Cargo will be carried on
unless notice to the contrary be given
to-day.All claims must be presented within
ten days of the steamer's arrival here,
after which date they cannot be re-
cognized.No claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
9th inst., will be subject to rent.
All broken, chipped, and damaged
goods must be left in the Godowns,
where they will be examined on the
8th inst., at 8 p.m.No Fire Insurance will be effected by
us in any case whatever.This steamer brings on cargo:
Ex s.s. "Franz" from Stettin.
Ex s.s. "Germania" from Gote-
borg.Ex s.s. "Mazagan" from Setubal.
Ex s.s. "Hamburg" from Gote-
borg.HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE.
Hongkong, 3rd May, 1911. [956]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

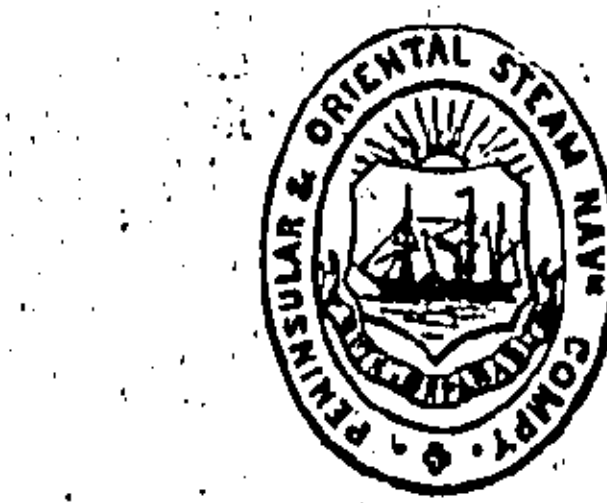
"DELTA,"

FROM BOMBAY, COLOMBO

AND STRAITS.

Consignees of Cargo by the above-
named vessel are hereby informed that
their goods are being landed and placed
at their risk in the Hongkong and
Kowloon Wharf and Godown Com-
pany's Godowns at Kowloon, where
each Consignment will be sorted out
Mark by Mark and delivery can be
obtained as the Goods are landed.This vessel brings on Cargo:
From London, &c., ex s.s. "Delta"
and "China".
From Persian Gulf, ex s.s. B. I.
S. N. and B. & P. Co.'s
Steamers.Optional Goods will be landed here
unless instructions are given to the
contrary within 6 hours.Goods not cleared by the 3rd May,
at 4 p.m., will be subject to rent.No Fire Insurance will be effected
by me in any case whatever.Damaged packages must be left in
the Godowns for examination by the
Consignees, and the Company's sur-
veyors, Messrs. Gordon and Downes,
at 10 a.m. on MONDAYS and THURS-
DAYS. All claims must be presented
within ten days of the steamer's arrival
here, after which date they cannot be
recognized. No claims will be admitted
after the goods have left the Godowns.E. A. HEWETT,
Superintendent.

Hongkong, 27th April, 1911. [954]

The Peninsular & Oriental
Steam Navigation
Company.STEAM FOR STRAITS, CEY-
LON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITER-
RANEAN PORTS,
PLYMOUTH AND LONDON.THROUGH BILLS OF LADING ISSUED
FOR BATAVIA, CONTINENTAL
AND AMERICAN PORTS.

THE Steamship

"DELTA,"
Captain E. P. Martin, a.s.n., carry-
ing His Majesty's Mails, will be de-
parted from this for Bombay, &c., on
SATURDAY, the 13th May, 1911,
at Noon, taking passengers and Cargo
in connection with the Company's a.s.
"Mooltan," 10,000 tons, from Colom-
bo, passengers' accommodation in which
vessel is secured before departure from
Hongkong.Silk and Valuable, all cargo for
France and Tea for London (under
arrangement) will be transhipped at
Colombo into the mail steamer proceed-
ing direct to Marseilles and London;
other cargo for London, &c., will be
conveyed via Bombay by the a.s.
"Persia," due in London on the 26th
June, 1911.Parcels will be received at this Office
until 4 p.m. the day before sailing. The
contents and value of all packages are
required.For further particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 29th April, 1911. [4]

"SHIRE" LINE OF
STEAMERS, LIMITED.FOR LONDON, ROTTERDAM
& ANTWERP.

THE Steamship

"FLINTSHIRE,"
Captain G. C. Cundy, will be de-
parted as above about 12th prox.For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
Agents.

Hongkong, 24th April, 1911. [1078]

THE AMERICAN & ORIENTAL
LINE.FOR NEW YORK
(With liberty to call at the Malabar
Coast.)

THE Steamship

"AFGHAN PRINCE,"
Captain Thomas, will be despatched for
the above port on WEDNESDAY,
24th inst.For Freight and Passage, apply to
ARNHOLD, KARBURG & Co.,
General Agents.

Hongkong, 3rd May, 1911. [1084]

TSANG KWONG
COMPANY.ELECTRICAL AND GAS
CONTRACTORS.

280, Des Vaux Road Central.

Telephone No. 299.
Hongkong, 2nd May, 1911. [75]

WING KEE & CO.

47-49, Connaught Rd.

SHIPCHANDLERS,
PROVISION & COALMERCHANTS.
Hongkong, 29th Mar., 1911. [989]

